# Hongkong Daily Press.

ESTABLISHED, 1857.

No. 10,473 第一萬零四百七十三號 光緒十七年七月十六日 HONGKONG THURSDAY, AUGUST 20TH, 1891, 禮拜四 香港英八月二十號 PRICE $2½ PER

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed "Daily Press" only, and special business matters "The Manager."

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address *Press*. Telephone No. 12.

## NEW ADVERTISEMENTS.

FOR SHANGHAI.

THE Steamship

"AMOY,"

Captain Th. Lehmann, will be despatched for the above Port TO-DAY, the 20th inst., at 4 P.M.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, 20th August, 1891. [1967

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PORTLAND LINE OF STEAMERS.

FOR VICTORIA, B.C., AND PORTLAND (OREGON) VIA JAPAN PORTS.

(Taking through Cargo to PACIFIC COAST PORTS, also to INLAND and ATLANTIC CITIES, connecting at PORTLAND with the OREGON RAILWAY AND NAVIGATION COMPANY, and UNION PACIFIC RAILWAYS.)

THE Steamship

"BATAVIA,"

Captain Hill, will be despatched as above TO-MORROW, the 21st inst., at 4 P.M.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th August, 1891. [1966

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Cass, will be despatched as above on TUESDAY, the 25th inst., at NOON.

This steamer has superior first-class accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th August, 1891. [1965

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"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG, AND ANTWERP.

THE Steamship

"RADNORSHIRE,"

will sail on the 27th inst., instead of as previously notified.

For Freight apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 20th August, 1891. [1634

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"

Captain Craig, will be despatched for the above Ports on FRIDAY, the 4th prox., at 4 P.M.

This well-known steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Milk, Ice, &c., throughout the voyage.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th August, 1891. [1968

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MESSMAN WANTED.—Apply personally any day between 2 and 4 P.M. to SECRETARY, R.A. MESS, COLLEGE GARDENS.

Hongkong, 18th August, 1891. [1950

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WANTED.

A HOUSE on LEASE for 3 or 5 years from OCTOBER or NOVEMBER next, at the PEAK or MAGAZINE GAP, or a HIGH LEVEL; must have 4 Bed-Rooms and 3 Sitting Rooms.

GEO. B. DODWELL,
(Dodwell, Carlill & Co.)

Hongkong, 18th August, 1891. [1954

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"THE THOMAS HANBURY SCHOOL AND CHILDREN'S HOME."

WANTED, a LADY TEACHER for the above Institution. Must be a Protestant, well versed in the elements of general education and have had experience in teaching. Engagement for Three Years.

Application by letter, enclosing testimonials, etc., before the 15th SEPTEMBER, 1891, to

THE PRESIDENT,
The Thomas Hanbury School
and Children's Home,
BOONE ROAD, SHANGHAI.

Shanghai, 6th August, 1891. [1921

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A. S. WATSON & CO., LIMITED.

TO AERATED WATER MANUFACTURERS AND OTHERS.

NOTICE is hereby given, That all AERATED WATER BOTTLES and SYPHONS bearing the Company's Name and Trade Mark are its property solely, and that any Manufacturer using the same or any Person or Persons other than the Customers of the Firm found in possession of the same will be proceeded against as the law directs.

A. H. MANCELL,
Secretary.

Hongkong, 18th August, 1891. [1949

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HENRY S. KING & Co.

MERCHANTS AND AGENTS.

65, CORNHILL, LONDON.

SUPPLY DEPARTMENT.

GOODS of all kinds are supplied on the most favourable terms for Cash remitted with orders.

An Illustrated Cash Price List will be forwarded on application, or orders may be sent from any Current Catalogues, if full particulars are furnished.

Hongkong, 2nd October, 1890. [2156

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THE NIHON CEMENT CO. (OF TOKIO.)

THE ONODA CEMENT CO. (OF ONODA.)

THE Undersigned have been appointed SOLE AGENTS for the Sale of

CEMENT

Manufactured by the above Companies, and are now prepared to execute Orders at very reasonable Prices.

For further information apply to

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, 2nd July, 1891. [1595

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CALDBECK, MACGREGOR & Co.
ESTABLISHED 1864.

WINE AND SPIRIT MERCHANTS,
ALE AND STOUT MERCHANTS,
HONGKONG, 13, Queen's Road.
SHANGHAI, 7, Foochow Road.
LONDON. 101, Leadenhall Street.

[a27 35

## INTIMATIONS.

THE HONGKONG CLUB.

AN EXTRAORDINARY GENERAL MEETING will be held THIS DAY (THURSDAY), the 20th AUGUST, at 4.30 P.M., for the purpose of confirming the Resolution passed at the Meeting on July 31st, viz.:—

"That the Committee be authorised to carry out the alterations in accordance with the Plans and Estimates before the Meeting."

By Order of the Committee,

ED. JNO. BOARDS,
Acting Secretary.

Hongkong, 20th August, 1891. [1845

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HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, That the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of AUGUST Current, at 12 o'clock Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1891.

By Order of the Court of Directors,

F. DE BOVIS,
Chief Manager.

Hongkong, 30th July, 1891. [1823

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HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, That the REGISTERS of SHARES of the CORPORATION will be CLOSED from SATURDAY, the 8th to SATURDAY, the 22nd day of AUGUST Current (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,

F. DE BOVIS,
Chief Manager.

Hongkong, 30th July, 1891. [1824

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TO THE SHAREHOLDERS OF THE HONGKONG & SHANGHAI BANKING CORPORATION.

GENTLEMEN,—As your Directors have recommended the election of a Third Auditor for the Corporation, I beg to offer myself as a Candidate for that position, and respectfully solicit your votes and support at the Meeting to be held on Saturday next, the 22nd instant.

JAMES H. COX.

Hongkong, 18th August, 1891. [1953

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HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, No. 14, Praya Central, on MONDAY, the 24th AUGUST, at Three P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1891.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 10th to 24th of August, both days inclusive.

By Order of the Board of Directors,

D. GILLIES,
Secretary.

Hongkong, 5th August, 1891. [1860

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THE STEAM LAUNCH COMPANY, LIMITED.

NOTICE.

THE FIFTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 2, PEDDER'S STREET, on MONDAY, the 31st day of AUGUST, 1891, at 4.30 P.M.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 15th to 31st AUGUST, 1891, both days inclusive.

By Order of the Board of Directors,

J. V. P. DE JESUS.
Acting Secretary.

Hongkong, 13th August, 1891. [1924

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HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on FRIDAY, the 4th SEPTEMBER, at Half-past Three o'clock in the Afternoon, for the purpose of receiving a Statement of the Accounts of the Company to 30th June, 1891, with the Report of the Directors, and to discuss any matters that may competently be brought before the Meeting.

The TRANSFER BOOKS of the COMPANY will be CLOSED from 22nd inst. to 4th prox., both days inclusive.

By Order of the Board,

R. LYALL,
Secretary.

Hongkong, 15th August, 1891. [1935

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THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.

DEBENTURES.

THE attention of DEBENTURE HOLDERS is called to an advertisement which appears in another column of this Paper to the Effect that the DEBENTURES of the COMPANY will be accepted at PAR in lieu of Cash in the purchase of the property advertized for Sale at MOUNTAIN VIEW.

For further particulars, apply to

JOHN A. JUPP,
Secretary.

Hongkong, 28th July, 1891. [1798

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NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 6 per cent. for the half year ending 30th June, 1891, on the paid up Capital of the Company.

DIVIDEND WARRANTS PAYABLE on FRIDAY, the 28th AUGUST, will be issued to Shareholders.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 17th to 27th inst., both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 12th August, 1891. [1920

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NOTICE.

IN THE HIGH COURT OF JUSTICE.

IN BANKRUPTCY.

*RE* ADAMSON, BELL & CO.

TELEGRAPHIC instructions have been received from Mr. GEORGE WREFORD, Official Receiver, High Court of Justice, London, authorizing the undersigned to act on his behalf in all matters pertaining to the above Estate. All Creditors of the said Firm at Hongkong are hereby requested to forward particulars of their claims to the undersigned, and all Debtors to the said Firm are hereby notified that payment may only be made to the undersigned.

Dated this 11th day of July, 1891.

1733] DODWELL, CARLILL & Co.

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NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month; it is of Superb quality and of CUTLER, PALMER & Co.'s SELECTION

Sole Agents for it—

LANE, CRAWFORD & Co.,
Hongkong.

## INTIMATIONS.

THE NEW YORK LIFE INSURANCE COMPANY,
ESTABLISHED 1845.

| | |
|---|---|
| TOTAL ASSETS ON 1ST JANUARY, 1891 | $115,947,809 |
| AMOUNT ASSURED | $569,338,726 |
| SURPLUS BY NEW YORK STATE STANDARD | $ 14,898,450 |

BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.

Hongkong, 24th April, 1891. [a1802

## INTIMATIONS

MME. BOUCHARD,

KOBE, JAPAN.

A.B.C. CORSET MAKER.

WHOLESALE and RETAIL.

For particulars and prices apply to

J. BOUCHARD.

1593a] KOBE, JAPAN.

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LANE, CRAWFORD & CO.

PIANO AND MUSIC DEPARTMENT.

PIANOS.

(BROADWOOD, BECHSTEIN, COLLARD, CHAPPELL, CRAMER, HENCKE, ETC., ETC.)

| | |
|---|---|
| For Sale @ | from $200 each. |
| For Hire @ | from $ 8 per month, including Tuning. |
| On the Monthly Payment System @ | from $15 per month. |
| Second Hand @ | from $10 per month. |

All Instruments in Iron Frames and Solid Cases and Guaranteed to be thoroughly suitable for the Climate.

MUSIC.

An excellent and varied stock of all kinds both Vocal and Instrumental. Important British and Foreign Novelties added as soon as published. Selections sent on approval.

Violins, Banjos, Guitars, Mandolines, Zithers, Cornets, Trombones, etc., etc.

Musical fittings of all kinds.

PIANO TUNING.

| | |
|---|---|
| Single Tuning | $ 5. |
| Tuning every 2nd month, 1 Piano | $25 per annum. |
| Do. 2 Pianos | $36 per annum. |
| Tuning every month, 1 Piano | $48 per annum. |
| Do. 2 Pianos | $72 per annum. |

To meet the requirements of an ever increasing tuning connection we have engaged the services of an extra Piano Tuner and Repairer trained in the factory of Messrs. Collard & Collard.

REPAIRS.

Worn out Pianos entirely renovated or re-built. Musical Instruments of all kinds repaired. Repairs are executed by (or under the direct supervision of) European trained Men.

LANE, CRAWFORD & CO.

Hongkong, 13th August, 1891. [a22

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MOUTRIE, ROBINSON & CO.

(from J. BROADWOOD & SONS and COLLARD & COLLARD).

THE PIANO, ORGAN, AND MUSICAL INSTRUMENT WAREHOUSE, UNDER HONGKONG HOTEL.

AND AT LONDON, SHANGHAI, KOBE, AND YOKOHAMA.

PIANOS

Specially made for this climate and GUARANTEED.

MONTHLY PAYMENTS OR HIRE.

TUNING—REPAIRS.

Experience, Machinery, Trained Men, and Guaranteed Work.

OLD PIANOS taken in Exchange.

16 YEARS' EXTENSIVE experience in China and the only Firm of trained and practical people devoting themselves entirely to the Music and Musical Instrument Trade. [a1277

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KWONG WOO ON,

DEALER IN ALL KINDS OF FANCY MATTING.

No. 112, QUEEN'S ROAD CENTRAL.

HONGKONG.

Hongkong, 8th August, 1891. [1880

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THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

ISSUE OF $500,000 FIVE AND A HALF DOLLARS PER CENT. MORTGAGE DEBENTURES OF $250 EACH.

TENDERS are invited for the purchase of $500,000 in 5½ per cent. Mortgage Debentures of $250 each. These Debentures are issued in order to repay the money temporarily borrowed by the Company.

The loan will be secured by a floating first charge on the undertaking of the Company and all its property present and future, including any eventual increase of capital for the time being.

The Debentures are issued at par, but any application containing an offer of a premium will receive consideration at the hands of the Directors, but this shall not affect the right of the Directors to accept any tender they may see fit. No tenders will be accepted below par.

The Debentures will be issued bearing a face value of $250 each made payable to bearer and carrying interest from the 1st day of OCTOBER, 1891, at the rate of 5½ per cent. per annum, payable half-yearly on the 1st day of April and the 1st day of October at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong, or its branches, at the current rate of Exchange upon presentation of the Coupons attached to the debenture. The terms of subscription for each debenture are as follows:—$5 per cent. on application and the balance on 1st day of October, 1891.

Where no allotment is made the actual amount paid will be returned in full without any deduction but without any interest, and where the number of debentures allotted is less than the number applied for the surplus will be credited in reduction of the amount payable on allotment and any excess returned. Failure to pay any instalment when due will render the allotment liable to cancellation and previous payments to forfeiture.

The Debentures shall be redeemable at par in the amounts and at the times following, i.e.—

$100,000 thereof on 1st day of October, 1894.

$100,000 thereof on 1st day of October, 1897.

As to the remaining $300,000 the Company may redeem the same at any one of the times and in any one of the modes following, namely—they may pay off $150,000 on the 1st October, 1899, and $150,000 on the 1st October, 1901, or they may pay off the whole sum of $300,000 on the 1st October, 1899, or they may pay off the whole sum of $300,000 on the 1st October, 1901, at their option.

The numbers of such Debentures as will be paid off will be drawn for at the periods aforesaid, and public notice will be given of the day and time fixed for each drawing at least Seven days before such drawing.

Tenders in the annexed form should be filled up and sent to the Company's Secretary on or before the 15th day of September, 1891, accompanied by a deposit of $5 per cent. upon each Debenture applied for.

The form and conditions of the Debentures can be seen at the Company's Office and at the Office of Messieurs Wotton and Deacon, the Company's Solicitors.

By Order of the Board of Directors,

EDWARD OSBORNE,
Secretary.

Hongkong, 18th August, 1891.

[*FORM OF APPLICATION FOR DEBENTURES.*]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Issue of $500,000 Five and a half Dollars per centum Mortgage Debentures.

To the Directors of
THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Gentlemen,—I beg to tender for ............ Mortgage Debentures of $250 of the above issue at ............ per cent. premium in the terms of the Prospectus issued by you dated the 18th day of August, 1891, on which I have paid the required deposit of $12½ per Debenture, and I undertake to accept the same or any less number you may allot to me and to make the remaining payments in respect thereof on allotment.

Your Obedient Servant,

Name ............................................
Address ............................................
Occupation ............................................
Date ............................................

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

RECEIVED the ............ day of ............ 1891, of Mr. ............ the sum of $............ being a deposit of $12½ per Debenture on ............ Debentures in the above named Company.

For THE HONGKONG & SHANGHAI BANKING CORPORATION.

1964]

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MITSUI BUSSAN KAISHA,

Sole Agents in Japan, China, Corea, Hongkong, and Macao,

WATERBURY WATCH.

Reliable, durable, and accurate Timekeeper.

Series E.—$2.70 each.
Series J.—$4.75 each.
Series L.—$4 75 each.

Reduction of Price made on an order for more than a dozen.

Orders from Out-ports will be promptly executed.

8, QUEEN'S ROAD CENTRAL, Hongkong.

Hongkong, 3rd July, 1891. [1875a

## BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

| | |
|---|---|
| AUTHORISED CAPITAL | £2,000,000. |
| PAID UP | £ 580,000 |

LONDON:

Head Office........10, THREADNEEDLE STREET,
West End Office, 25, COCKSPUR STREET.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—

Fixed for 12 months, 4½ per Cent. per Annum.
Fixed for 6 months, 3½ per Cent. per Annum.
Fixed for 3 months, 2½ per Cent. per Annum.

On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

E. W. RUTTER,
Manager.

Hongkong, 19th August, 1891. [12

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HONGKONG & SHANGHAI BANKING CORPORATION.

| | |
|---|---|
| PAID-UP CAPITAL | $10,000,000 |
| RESERVE FUND | $ 6,300,000 |
| RESERVE LIABILITY OF PROP'TORS | $10,000,000 |

COURT OF DIRECTORS:—

J. S. MOSES, Esq.—Chairman.
S. C. MICHAELSEN, Esq.—Deputy Chairman.

T. E. Davies, Esq.
C. J. Holliday, Esq.
H. Hoppius, Esq.
Hon. J. J. Keswick.

Alex. McConachie, Esq.
L. Poesnecker, Esq.
D. R. Sassoon, Esq.
E. L. Woodin, Esq.

CHIEF MANAGER:
Hongkong—F. DE BOVIS, Esq.

MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.

LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per Annum on the daily balance up to $200,000.

On Fixed Deposits:—

For 6 months, 3½ per Cent. per Annum.
For 12 months, 4½ per Cent. per Annum up to $200,000.
For 12 months, 4 per Cent. per Annum on sums in excess of $200,000.

HONGKONG—INTEREST CHARGED.

6 % on Loans against Shares with full Margin.
6 % on Advances against Goods in Neutral Godowns.
7 % on Current Account Overdrafts.
7 % on Advances against Goods in Private Godowns.

F. DE BOVIS,
Chief Manager.

Hongkong, 10th August, 1891. [10

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NATIONAL BANK OF CHINA, LIMITED.

MR. A. B. McKEAN is authorized to SIGN all DOCUMENTS and exercise all Powers necessary for the conduct of the Business of the BANK, as ACTING CHIEF MANAGER.

CHAU TUNG SHANG,
WILLIAM WOTTON,
CHAN KIT SHAN,
D. GILLIES,
KWAN OI CHUN,
} Directors.

Hongkong, 24th July, 1891. [1767

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HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4½ PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

F. DE BOVIS,
Chief Manager.

Hongkong, 12th August, 1891. [1827

## INTIMATIONS

DAKIN BROTHERS OF CHINA, LIMITED.

CHEMISTS AND AERATED WATER MANUFACTURERS.

LONDON, HONGKONG, AMOY.

DAKIN'S LEMON SQUASH.

This refreshing and wholesome beverage is gaining in popularity every day; it is recognized as the most thirst-quenching, cooling drink obtainable.

Price, 50 cents per dozen.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL. [a24

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KELLY & WALSH, LIMITED

Rudyard Kipling's Popular Stories, 40 cents each.
Soldiers Three.
Story of the Gadsbys.
Under the Deodars.
Wee Willie Winkie.
The Phantom Rickshaw.
In Black and White.
Scott's Shipowners' Telegraph Code.
A. B. C. Code—4th Edition.
Agers' Standard Telegraph Code of 100,000 words.
The Skeleton Code of 15,000 words, with full space for complete separate sentences to 10,000 words.
Wetmore's Telegraph Code.
Summer Number of The Graphic.
Hutton on Steam Boilers.
Lawn Tennis Calendar, 1891.
Brassey's Naval Annual.
Russell's Life of Gladstone.
A Social Departure, or how Orthodocia and I went round the world by ourselves, by Sara Jeannette Duncan, with 118 illustrations.
Little Lord Fauntleroy.
The Busy Man's Handbook, a compendium of information upon matters of business.
Watt's New Patent Safety Razors—The user can shave himself with ease, and with very little fear of cutting himself even on board ship in a rolling sea.

KELLY & WALSH, LD., HONGKONG. [20

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W. BREWER

Has just received

Gent.'s Solid Soled Tennis Shoes, all sizes, $4.50
Champion Tennis Balls.
New Demon Tennis Bats.
Morocco and Russia Leather Photo Cases for 2, 4, and 6 Photos.
Small Purses for Gold or 10-cent Pieces.
Fine Leather Note Cases, Pocket Books, Card Cases, Cigarette Cases, and other Leather Goods.
Urquhart's Dynamo Construction.
Foley's Engineer's Reference Book.
Anderson's Prospectors' Handbook.
Colliery Manager's Handbook.
Ball Pointed Pens.
Simple Racquet Presses.
Large quantity of New Cheap Literature.
Pitman's Shorthand Books.

WALTER W. BREWER,
UNDER HONGKONG HOTEL.

21]

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W. POWELL & CO.

Ex S.S. "PENINSULAR,"

Have received

A SPLENDID ASSORTMENT

OF

SILK and WOOL SHIRTINGS,

FLANNELETTES,

&c., &c., &c.

W. POWELL & Co.

Hongkong, 10th August, 1891. [a326

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NOTICE.

GREAT CLEARANCE SALE!

GREAT CLEARANCE SALE!!

GREAT CLEARANCE SALE!!!

OF

1ST CLASS HOUSEHOLD FURNITURE

of

All Descriptions and Designs

at

Our SHOW ROOM, CONNAUGHT HOUSE,

Queen's Road Central,

Our entire Stock, to

be Sold at COST.

MARINBURK FURNITURE COMPANY, LIMITED.

Hongkong, 1st July, 1891. [80

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"CRU WYNBRON."

THE BEST BREAKFAST CLARET,

at

$3.00 a doz.

"ST. GEORGE'S,"

A SOUND BREAKFAST CLARET,

at

$2.50 a doz.

$0.25 allowance for 1 doz. Empty Bottles returned.

Samples sent on application.

G. GIRAULT
(Late GUIBU FRERES),
No. 8, Queen's Road.

1899]

## NOTICE OF FIRMS.

NOTICE.

THE Undersigned have been appointed Sole Agents for Hongkong and China for the KINNEY BROS. New York branch of the AMERICAN TOBACCO (TRUST) COMPANY'S well-known brands of "SWEET CAPORAL," "STRAIGHT CUT," "FULL DRESS," &c., &c., CIGARETTES and TOBACCOS.

ARNHOLD, KARBERG & Co.

Hongkong, 13th July, 1891. [1715

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. WILLIAM HEWETT, JUNIOR, in our Firm CEASED on 1st July instant.

W. HEWETT & Co.

Hongkong, 15th August, 1891. [1932

NOTICE.

MR. HANS WILHELM HERMANN EHMER has This Day been authorized to Sign our Firm by Procuration.

MEYER & Co.

Hongkong, 15th August, 1891. [1940

## INTIMATIONS.

V R

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDALS, PARIS, 1878-1889.

These world-famous Pens are the "Best in the World." [1136

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CUTLER, PALMER & Co.,

Shippers to CHINA for over half a Century.

Established in EUROPE in 1815.

This ancient House consign to us.

The well-known 4 STARS COGNAC, superb quality.

Price $14.25 per 1 dozen quarts.

The 3 STARS COGNAC, about 3 years younger,

Price $13.25 per 1 dozen quarts.

The 2 STARS COGNAC, equal to Hennessy's,

Price $10.75 per 1 dozen quarts.

CUTLER, PALMER & Co's "PALL MALL" WHISKY,

very old and high class. Each bottle contains an analyst's certificate. The Whisky is simply grand.

Price $12.75 per 1 dozen quarts.

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moderate in price, excellent in quality, a great favourite,

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Pure, and natural wine, a tonic

WHITE SEAL SHERRY—Popular at the Club, dry, clear, and of good flavour.
Price $12.75 per 1 dozen quarts.

CUTLER, PALMER & Co.'s CLARETS in Qts. and Pts.

MOUTON,
Price $17.50 per 1 dozen quarts.

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Price $10.25 per 1 dozen quarts.

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Price $5.75 per 1 dozen quarts.

LIQUEUR,

BENEDICTINE, D.O.M.,
Price $24 per 1 dozen quarts.

SIEMSSEN & Co.,
HONGKONG.

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BINET FILS DRY ELITE,

"1884" CHAMPAGNE—MAGNIFICENT WINE.

Send for Price List.

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are Shipped to Hongkong

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viz.:—

*A.* The "PALL MALL," 11 Years Old, a liqueur Whisky.

*B.* NAPIER JOHNSTONE'S SQUARE BOTTLE, Certificated, splendid quality.

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Hongkong, 31st July, 1891. [912

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NOTICE.

THE Undersigned, decorated with the Royal Order of Isabella the Catholic, begs to inform the Public that he has a large Collection of Goods for Sale in his Shop, such as—

IVORY, SANDALWOOD, LACQUER WARE, all kind of FINE EMBROIDERIES, FANS, EBONY FURNITURE with BEAUTIFUL CARVINGS, SILK, FINE EMBROIDERED SCREENS with best CARVED EBONY FRAMES and STANDS, FANCY GOODS and CURIOS.

All the above mentioned Goods were made by skilful workmen under the direction of the undersigned, who possesses highly artistic talent and has been rewarded with FIVE EUROPEAN EXHIBITION MEDALS.

CHUN QUAN KEE,
SI SING KAI,
CANTON.

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NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 26th August, 1885. [33

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MEMORY.—LOISETTE'S SYSTEM.—"Invaluable for exam. purposes and as a sound training of the Memory"—J. Harper Scaife, LL.B., Law Lecturer of King's College, London (Jan., 1891). "I was impressed with the possibilities of improvement to memory which the lessons open up."—R. N. Ingle, M.A., M.D., Cambridge University Lecturer in Midwifery (Jan., 1890). "I intend to educate my son entirely on your system."—Rev. C. E. Cockin, M.A., Rector of Lea. (Had lessons by Post.) "Great advantage to strong memory; incalculable aid to weak one."—Dr. J. M. Buckley. "Able to give gist of book after reading it once."—Rev. J. M. Macdonald, B.A. Oxon., M.A. Sydney "An excellent travlling companion."—Captain J. B. Haye, R.N. "Invaluable."—J. J. Francis, Q.C. "Tremendously popular in Oxford."—*Pall Mall Gazette*, Feb. 4, 1890. Prospectus free. One Pupil £5 13s., Ten Pupils £1 4s. each. Prof. LOISETTE, 37, New Oxford-street, London, England. [1266

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SPIRITED NEW ROMANCE

BY A

POWERFUL WRITER,

ENTITLED

"FETTERS OF FIRE,"

BY

COMPTON READE,

Author of "Under Which King?" "Hard Lines," &c.

SECURED FOR ORIGINAL PUBLICATION IN THE "DAILY PRESS."

It is strong in plot, full of incident, sensation romance, and healthy realism.

The Prologue and Opening Chapters appeared in the *Hongkong Daily Press* of 1st AUGUST. [1605

## SHIPPING

ARRIVALS.

August 19, MARIE, Norwegian steamer, 1,320, Schjoth, Moji 13th August, Coal.—DOUGLAS LAPRAIK & Co.

August 19, MATHILDA, German steamer, 600, P. Moos, St. Petersburg 25th June, General.—WIELER & Co.

August 19, ARDGAY, British str., 1,100, Thom Whampoa 19th August, General.—JARDINE, MATHESON & Co.

August 19, AMOY, German str., 815, Lehmann, Canton 19th August, General.—SIEMSSEN & Co.

August 19, HAILOONG, British steamer, 788, Roach, Tamsui 14th August, Amoy 17th, and Swatow 18th, General.—DOUGLAS LAPRAIK & Co.

August 19, TITAN, British steamer, 1,525, R. J. Brown, Liverpool 10th July, and Singapore 14th August, General.—BUTTERFIELD & SWIRE.

August 19, PIGMY, British g-bt., Lieut.-Com. G. H. Hewett, Amoy 17th August.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

19TH AUGUST.

*Pembrokeshire*, British str., for Kobe.
*Arratoon Apcar*, British str., for Singapore.
*Gwalior*, British str., for Singapore.
*Mathilda*, German str., for Nagasaki.
*Siam*, British str., for Amoy.
*Cauara*, British ship, for New York.

DEPARTURES.

August 19, DAPHNE, German str., for Singapore.
August 19, TROOP, British ship, for Port Townsend.
August 19, ESCORT, American bk., for Mantung.
August 19, TAIWICK, German steamer, for Kutchinotzu.
August 19, PHRA NANG, British str., for Yokohama.
August 19, ALWINE, German str., for Hoihow.
August 19, ARRATOON APCAR, British str., for Calcutta.
August 19, GWALIOR, British str., for Bombay.
August 19, MATHILDA, Ger. str., for Nagasaki.

PASSENGERS.

ARRIVED.

Per *Mathilde*, str., from St Petersburg.—Messrs. Nicolaysen, and Schuldt.

Per *Hailoong*, str., from Tamsui, &c.—Messrs. Green and Richardson.

VISITORS AT HOTELS.

HONGKONG HOTEL.

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Mr W. V. Drummond
Dr. Wm. E. S. Fales
Mr H. B. Heemskerk
Mr. F. H. Morris
Mr. H. A. Partman
Mrs. Phillips
Mr. G. F. von Santen
Mr. J. Sloan
Mr. A. B. Wilson

VICTORIA HOTEL.

Mr. Acdulta
Miss M. Brooks
Mr. T. Brown
Mr. Cagigas
Major Cox
Mr. G. F. Crame
Capt. A. Getley
Mr. and Mrs. Hayden
Capt. Kritschmer
Mr. Lopes
Mr. Reina
Capt. & Mrs. Waterhouse

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Hon. S. Brown
Mrs Cocker & children
Mr. and Mrs. G. S. Coxon
Mr. Dipple
Mr. Fenwick
Mr. A. B. Glover
Hon W. M. Goodman
Mr. Goosmann
Mr. G. E. Gray
Mr C. J. Holliday
Mr. & Mrs. J. D. Lapraik
Mr. McKean
Mr. Melcher
Capt. and Mrs. Mooney
Mr. Nicolle
Mr. Peato
Mr. Romanet
Mr. Rohlfing
Mr. A. Ross
Mr. and Mrs. Bradlee Smith
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Mrs. Fraser-Smith
Mr. C. J. L. Stewart
Mr. L. Snidtor
Mr. G. L. Tomlin
Mr. J. H. Underwood
Mr. W. H. Wallace

VESSELS IN DOCK.

ABERDEEN DOCKS.—
KOWLOON DOCKS.—Lyeemoon, Mongkut, Triumph, H.M.S. Tweed.
COSMOPOLITAN DOCK.—Kai Pan.

TO-DAY.

Meeting of Darvel Bay Trading Co., noon.
Meeting of Sanitary Board, 4.15 p.m.
Meeting of Hongkong Club, 4.30 p.m.
Polo at Causeway Bay, 5 30 p.m.
Regimental Band at Barrack Square, 7.30 p.m.

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NOW OPEN.

THE MOUNT AUSTIN HOTEL.

A SELECT FAMILY and RESIDENTIAL HOTEL, situated 1,400 feet above the sea level, commanding on the one side a magnificent view of the Harbour with the Mainland in the distance, and on the other of hills and mountains, with the sea beyond dotted with islands as far as the eye can reach, surrounded by extensive promenades and pleasure grounds, including three good Tennis Courts. The Mount Promenade alone is nearly an acre in extent.

The Hotel is replete with every accommodation for Families and Gentlemen.

The Manager, Mr. ROBERT ISHERWOOD, will be assisted by an Efficient Lady Staff, and the Hotel will be conducted upon the best English system. The accommodation comprises a spacious Dining Hall, Private Dining Rooms, Drawing, Reading, Smoking, Grill, Billiard, and Private Sitting Rooms, with Fifty-four Bedrooms each provided with separate Bathroom and every convenience.

Tramway Tickets will be supplied to Visitors at Reduced Rates.

For terms apply to the SECRETARY at the COMPANY'S OFFICE, 38 and 40, Queen's Road Central, Hongkong.

Hongkong, 1st June, 1891. [1084

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LIGHT DRESDEN BEER.

"FELSEN KELLER"

excellent quality,

$7.50 per case

4 dozen Champagne Bottles.

EDUARD SCHELLHASS & CO.,

Sole Agents.

Hongkong, 31st July, 1891. [1061

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H. Heckert, Chief Brewer
W. Walker, Secretary.

AGENTS FOR HONGKONG.
LANE, CRAWFORD & Co.

Hongkong, 17th February, 1891. [1—159

## INTIMATIONS.

### NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to "The Editor."

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Telegraphic Address *Press*. Telephone No. 12

### BIRTHS.

At Cosmopolitan Docks, on the 19th inst., the wife of E. J. MAIN, of a daughter. [1918

On the 14th instant, at "Villa Maria," Bangkok, the wife of MR. F. F. X. DOS REMEDIOS, of H.S. Majesty's Royal Railway Department, of a daughter. [1952

### MARRIAGE.

At St. John's Cathedral, on the 10th August, by the Rev. Douglas Hamilton, ALFRED J. MAY (Acting Head Master, Victoria College), to MARY E. WARD (late Head Mistress of the Government Central School for Girls, Hongkong.) [1950

### DEATHS.

At his residence, Southfold, Kulangsu, August 6th, HENRY DONNE BROWN, Esq., also of Southfield, Ryde, Isle of Wight, J.P., in the 72nd year of his age, last surviving son of CHARLES BROWN, formerly Captain in H. M.'s 13th and 23rd Regiments.

At 33, North Soochow Road, Shanghai, on the 7th August, HENRY L. GORDON, a native of Belfast, Maine, U.S.A., aged 47 years.

# The Daily Press.

HONGKONG, AUGUST 20TH, 1891.

IT is satisfactory to learn that the Powers concerned do not intend to allow the recent outrages in Central China to go unpunished nor the sufferers by them unrequited. The redress so far offered has been ludicrously incommensurate with the wrong done, and the Chinese Government are now discovering that there is a limit to the complacency of the Western Powers. Reuter telegraphs that England and France—those ancient allies in China—are pressing the Peking Government for indemnity to the sufferers by the riots in the Yangtsze Valley, and our Shanghai morning contemporary learns from Peking that the Powers having treaties with China have unanimously determined to support Great Britain in the demands formulated and presented to the Tsung-li Yamên by Sir JOHN WALSHAM. It further states that "if these demands are not granted promptly and fully force is to be used, "and for this purpose it is probable that "Great Britain will receive the mandate "from all the Powers to execute their decision. No *non possumus* is to be accepted, "no trifling or prevarication will be allowed. "The Powers have determined that the "treaties safeguarding foreign life and property everywhere in China—Hunan included—shall be fully and honestly observed; and if diplomacy fails now, the cannon is to speak in tones that the Chinese will not be able to disregard." It is significant, too, that the United States are despatching reinforcements to their squadron. The ironclad *Charleston* has, it is announced by telegram, left for China, and the new flagship *Lancaster* is on her way hither. The other Powers will no doubt also despatch reinforcements to support the demands made on the Chinese Government. It will not be the British Minister, or even the Diplomatic Body at Peking, that the Tsung-li Yamen will have to deal with now. Lord SALISBURY will himself dictate the terms, such terms having first been agreed upon by all the Western Powers. The best thing the Chinese Government can do is to yield quickly and with a good grace. Nothing unreasonable or impossible of concession will be asked, but if hostilities be once provoked it is difficult to say to what the bill may attain, if to it has to be added the cost of a war.

The questions said by our Shanghai contemporary to have been addressed by the British Minister to the Tsung-li Yamen will no doubt prove rather awkward of reply. Why was not the recent Imperial Edict on the riots despatched by telegraph throughout the Empire? No doubt it will be pleaded that the idea did not occur to the Ministers of the Board, or else that they did not think the matter so urgent as to require the aid of telegraphy. Or else—and this the most likely—that they feared the Edict might become misinterpreted if transmitted through the wire. The real answer to the query as to why the Wuhu Magistrate, who did his best, was degraded, while his superiors who would not help him to suppress the riot were not degraded, is that the magistrate in question was a convenient scapegoat, and that his superiors could not be degraded without trouble at Peking. In all difficulties with China arising out of neglect of duty by high officials the Imperial Government has invariably sheltered them and will do so in this instance till the last moment. The punishment of the persons responsible for the outbreak and murders at Wusueh was also shirked, in the usual Chinese fashion, a couple of coolies who were alleged to have been implicated in the murders having been executed, and the matter then closed. The Western Powers are not content with this kind of expiation. A life for a life may sound very well to Oriental ears, but the British Government is not anxious for the execution of ignorant coolies, who, animated by blind hatred of the foreigner, no doubt were merely the willing instruments of others who knew better; it requires that the instigators and leaders of this brutal tragedy shall be traced and given up to justice. What is wanted is that the instigators of these outrages, who invariably go scot free, shall on this occasion be taught a lesson—one that will serve officials and literati throughout China for years to come. It has been needed often enough and has been long in coming; let us hope it will be effective this time. Unless the foreigners in the smaller Treaty Ports and missionaries in the interior are to be deemed safe only when in hail of a foreign gunboat, this must be insisted upon at any cost.

It is stated that one of the conditions of settlement is the opening up to foreign residence of the province of Hunan, which at present is practically closed to them. From that province, it seems, emanate most of the incendiary placards which have so often served to fire the Chinese mob with frenzied hate of the foreigner, and the Powers have resolved therefore that it shall be opened to foreign intercourse. Whether this demand is to apply to the whole province, which is very extensive, or only to certain cities or ports on the Tungting Lake, we cannot say, but presumably it is meant to apply to the whole province. If this be the case, we must confess it is a bold stroke of policy, and though it may necessitate a war to carry it through it would be an act of reparation such as the Chinese Government will properly appreciate and will justly humiliate the Hunan literati and officials, who have always been the most treacherous and hostile to foreigners. If the Peking Authorities know that in future every unprovoked outbreak against foreigners resulting in their murder will entail the opening up of a whole province to foreign trade and residence it will give them pause indeed, and probably put an effective check on all anti-foreign demonstrations in any part of the Empire. We hope, however, that while the British Minister is exacting atonement for the outrages in the Yangtsze Valley he will not forget to insist at the same time on the satisfaction of other existing British claims, many of which have been pending for years past, until the loss in interest alone has become a most serious matter. Whether the opening of the upper branches of the Chukiang or Pearl River, a concession repeatedly desired, and strongly urged some years ago by Sir GEORGE BOWEN—a concession that ought to have been insisted upon as a *quid pro quo* for one of several points recently yielded by England—is a fit question to urge as one of the terms of the present settlement is perhaps open to discussion, but we see no good reason why it should not be pressed, or otherwise it will be deferred to the Greek Kalends. The Chinese Government have shown plainly during the past decade that they intend never to yield any point to the foreigner save under pressure that they cannot or dare not resist.

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H.M.S. *Tweed*, after repeated failures, was successfully raised yesterday.

There will be a game of polo at Causeway Bay (weather permitting) at half-past five this afternoon.

The P. & O. steamer *Venetia*, from Bombay, left Singapore on the afternoon of the 18th inst. for this port.

The fitting of the *Bassac*, the light draft steamer got out by the Messageries Fluviales for the navigation of the Upper Mekong, has now been completed, and official trial trips were made at Saigon on the 7th and 8th inst.

The following are the "orders of the day" for the meeting of the Sanitary Board to be held to-day (Thursday), at 4.15 p.m.:—

Mr. Francis will move a series of resolutions on the subject of a Hospital for the reception and treatment of cases of infectious diseases.

AGENDA.

1.—Mortality Returns for the weeks ended the 8th and 15th August, 1891.
2.—Superintendent's report for July, 1891.
3.—Return of Works, etc. recommended by the Board between June, 1889, and June, 1891.
4.—3 applications for permission to erect Public Latrines.
5.—13 applications for the vacant post of Inspector of Nuisances.

The Agents (Messrs. David Sassoon, Sons & Co.) inform us that the steamer *Japan*, from Calcutta, left Singapore for this port yesterday.

The Messageries Maritimes steamer *Sydney*, with the next outward French mail, left Singapore at 5 a.m. on the 19th instant for this port *viâ* Saigon. This packet brings replies to letters despatched from Hongkong on the 17th June.

A Kobe contemporary says that economy is the rage of the moment in Japan. It has extended to the theatrical profession, and the Kabukiza (Tokyo) is making large reductions in the salaries of the actors. Even Danjuro, the nonpareil, who receives 3,500 yen for a period of 33 days, will, it is said, have his princely earnings diminished.

The Band of the 1st A. & S. Highlanders will play the following programme at the Barrack Square this evening, commencing at 7.30:—

| | | |
|---|---|---|
| March | "Light Infantry" | Kral. |
| Lancers | "Pirates of Penzance" | D'Albert. |
| Valse | "Southern Breeze" | Meissler. |
| Polka | "My Queen of Hearts" | Loski. |
| Quadrille | "La Mascotte" | Metra. |
| Galop | "Up and off" | Faust. |

The Band will play in the Public Gardens on Saturday evening.

The *Hyogo News*, *à propos* of dining, says:—The Chinese Consul gave a dinner here on the Chinese Emperor's birthday to commemorate that event, and invited the foreign Consuls to meet him. He said nothing of the object of the dinner, and no reference whatever was made to the occasion before, during, or after dinner. This was the reason—a Celestial reverences the name of his Emperor so devoutly that it is a sacrilege to mention it, and to propose the toast of his health would seem to him profanity.

Osaka cotton spinners have hitherto been handicapped by the high rates of freight charged by the Government Railway for the transit of cotton or cotton yarn to Nagoya and Tokyo, and applied to the Express Company for a reduction, that Company in turn making a request to the Government Railway authorities. The railway company have (says the Kobe *News*) wisely acceded to the request, and have reduced the rate to one sen per ton per mile betwen Kobe or Osaka and Tokyo, and to one and a fifth sen per ton per mile between Kobe or Osaka and Nagoya.

Two cases of young offenders, at any rate according to their own showing, were brought before Mr. Wise at the Police Court yesterday. The first, Pak Fat, a coolie, was charged with stealing a pair of gold earrings from a boatwoman in the Queen's Road. The prisoner admitted the charge, also two previous convictions with whippings. He stated that he was fifteen years of age. The Magistrate said that when prisoner was before him in February last he stated that he was twenty-one years of age. He sentenced him to six months' imprisonment with hard labour and two whippings of eighteen strokes each, the first to be administered as soon as he was in a condition to receive it, he having been whipped only six days previously, the second before leaving. The other case was that of a boy of sixteen years of age, who was convicted of the theft of a gold hair-pin, and was sentenced to fourteen days' imprisonment and twelve strokes of the rattan.

The Arima correspondent of the *Hyogo News* writes:—Those who have been accustomed to visit Arima will this year notice several improvements. Besides several new buildings having been erected, the Aqueduct has been thoroughly repaired and newly covered throughout the entire length from the falls to the temples. A good road has been constructed to the top of the temple hill, zigzaging up one side and down the other. It is sufficiently wide for a *jinrikisha*, and at every point presents a new and beautiful view. But the greatest improvement in this quaint old village is the new iron bridge. As you reach Arima by the Kobe road the stream was formerly crossed by an old wooden bridge. It was very evident last year that it needed repairs. The earliest arrivals this year found the old structure entirely gone, and a large number of workmen busy building handsome stone abutments. The work was pushed on, and in an incredibly short space of time a strong iron bridge spanned the stream. The 2nd inst. being a holiday, it was then thrown open to the public with appropriate ceremonies.

Mr. Bibby's half-yearly report on the Raub Concession is published in the Singapore papers. Mr. Bibby proposes to sink a shaft about 200 ft. deep at Bukit Jellit Besar; and if he finds that the lode at that depth is as payable as it is near the surface, he might want, he says, several hundred heads of stamps to crush what he calls "the vast" quantities of stone that would be available. He adds that if the working were on a sufficient scale, and with suitable appliances, the cost of working need not exceed 5 dwts. per ton of ore crushed. That estimate of the cost of working, says the *Straits Times*, is much lower than that of the South African mines generally, although it is quite an average or common cost in the better mines of the United States. Indeed, one American mine, The Alaska Treadwell Goldmining Co., is said to be working at a very large profit on gold which only yields 3½ dwts. per ton; the cost of working being about 1½ dwts. Mr. Bibby's estimate of working cost is, however, such an estimate as prevails in a great many good gold mines. It should be added that 5 dwts. of gold are, roughly speaking, equivalent to one pound sterling, and therefore what Mr. Bibby suggests is that the ore treated at Raub should, under favourable circumstances, cost about one pound sterling per ton for treatment. Mr. Bibby advises working different parts of the concession by managers keeping separate accounts and reporting to a head manager at Raub. He thinks that motive power should be got from the rivers Bilut and Sempan (each about four miles away) by electric dynamos set at work by water power.

The *Daily News* says:—In the year 1888, Police Constable Madsen, a member of the Shanghai force, saw a drunken sailor fall into the Whangpoo, while attempting to step from the wharf into a sampan. Madsen immediately threw off his coat and dived in. No result, and he came up to breathe. Then he saw a dark object under water, close to the piles; plunged down again, got hold of the object's clothes, and saved its life. Two years later Madsen's readiness to leave his native element at a moment's notice was the means of saving the life of a Chinaman who was struggling in the Whangpoo. This second act of bravery attracted the attention of Herr von Loehr, Acting Vice-Consul for Germany, of which country Madsen is a native. The Vice-Consul, after inquiring into the matter, wrote to the authorities in Berlin recommending the grant of a medal. The application was successful, and on the 8th inst. the brave German was presented at the Consulate with a silver medal granted by the Emperor, who had written to say that as the rescue of the Chinaman was not Madsen's first, his Majesty hoped it would not be the last; and that the Kaiser experienced great pleasure in hearing of such gallant acts on the part of one of his subjects. The medal, which is not much larger than a shilling, bears on the obverse the words "Friedrich Wilhelm III., König von Preussen," round the head of that monarch, who first bestowed the medal. On the reverse a wreath of laurels surrounds the words "Für Rettung aus Gefahr," and on the rim is the name "A. P. Madsen." It is significant that this well-earned reward comes from the rescuer's own Government, and not from any official of the rescued Chinaman's nationality.

## REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 17th August.

### THE TREATY POWERS AND CHINA.

England and France are pressing China for indemnity to the sufferers through recent riots.

### ADDITION TO THE U.S. SQUADRON IN CHINA.

The U.S. man-of-war *Charleston* has left for China.

### ARRIVAL OF THE CZAREWITCH IN RUSSIA.

The Czarewitch has reached Moscow.

[FROM THE "STRAITS TIMES."]

LONDON, 11th August.

### THE MANIPUR DISASTER.

The sentence of death passed by the Court on the Senapatti and Tongal General for the murder of Mr. Commissioner Quinton and party at Manipur has been confirmed by H.E. the Viceroy of India.

### BOARD OF TRADE RETURNS.

The returns of the Board of Trade show a further decline in the consumption of China tea. The demand for Ceylon tea continues to increase.

## SUPREME COURT.

19th August.

IN SUMMARY JURISDICTION.

BEFORE MR. E. J. ACKROYD, ACTING PUISNE JUDGE.

LUDDY v. RAMJAHN AND ANOTHER.

This was a claim for breach of contract in accepting certain shares.

Mr. Robinson, instructed by Mr. Rodyk, was for the plaintiff; Mr. Gedge (of Messrs. Johnson, Stokes and Master's) for the defendant.

Mr. Robinson said the case for the plaintiff was an extremely simple one. He was suing upon a contract for the delivery of 50 Punjom shares. The contract was that the plaintiff should sell for the concerned. The shares were sold to the defendant Ramjahn in August last for delivery on the 24th December. The breach of contract so far as Ramjahn was concerned was that he did not take up the shares. The contract was the result of certain negotiations *apropos* of other contracts which had not been fulfilled, and this contract was made as a settlement of them. It was one of the stipulations that there should be a guarantor, and that guarantor was Currim. As the principal failed to take delivery on the due date and his security failed on his guarantee, certain arrangements were made for prolonging the time. The time was several times extended at Currim's request, and the end of it all was that the shares were not taken up and nothing was received from either Ramjahn or Currim. The shares were sold in April at $2.50. Notice had been given of a special defence, namely, want of consideration. He (Mr. Robinson) did not know what form the defence was to take and he did not care to anticipate, but he believed an attempt would be made to raise a number of irrelevant issues.

Arthur Bernard Rodyk, solicitor, produced the contract. He held the power of attorney for Luddy. He had received nothing from either of the defendants in regard to these shares.

Joseph Samuel said that when he entered into the contract he signed for the concerned. He was not the principal. Before the date for fulfilling the contract Ramjahn filed a deed of trust for the benefit of his creditors. He had received nothing from Ramjahn. He had applied to Currim but Currim had not paid him, but had continually asked for time. In April the shares were sold at $2.50. He had lost through Ramjahn, Currim and Ho Tim, in different transactions $60,000. They had left him penniless.

Mr. Gedge said the defence was that Ramjahn bought 50 shares from Samuel before April, 1890, that these shares were carried over till the 25th July, that Ramjahn paid the interest and difference and they were afterwards carried to the 24th December. Samuel had throughout acted as principal and had held himself out as the principal. As regard Currim, in October, 1890, Samuel came to him and told him he wanted a loan of $200, and that if Currim would guarantee Ramjahn's contract he would be able to raise a loan. Currim gave the guarantee, but there was no consideration for his so doing.

The defendants were then called.

After their evidence had been taken, Mr. Robinson stated that Mr. Gedge and himself were prepared to submit the case for his lordship's instant decision, without summing up on either side.

His Lordship objected to giving instant decision. The case was such a very doubtful one, that he would advise both parties to see if they could not come to some arrangement between themselves. With one side swearing black and the other swearing white it was impossible to give a decision off hand. He would adjourn the case till this morning in order to see if the parties could come to some settlement.

## POLICE COURT.

19th August.

BEFORE MR. A. G. WISE.

THE CONSPIRACY CASE.

The hearing of this case was resumed.

Mr. Francis, Q.C., instructed by Mr. Dennys, prosecuted; Mr. Robinson, instructed by Mr. Rodyk, defended Yung Ming Shan; Mr. Wotton defended Tsung Shui and Tam Sau.

so Tung Shan, cross-examination by Mr. Wotton continued—I went to the Tak Hung brothel in February this year. I went there with two of my elder brothers. I had been to other brothels before, but this was the first time I had been to this brothel. I went there several times in February. I used to send for girls from there to come to eating-houses. I paid them $1 for that. I don't remember when I went there again after February. The last time I went there was in the latter part of June. It was in the latter part of May that I spent so much money. I used to either engage girls from there or go there nearly every night. For over ten nights at that period I engaged girls there. I did not make the girl Ying Ting a present of $500. I only ordered some clothing for her of the value of about $10. When I was at the Tak Fung on seven or eight nights I engaged halls to entertain my friends. On each occasion I had to pay $16 for the halls. On some occasions I had to provide flowers. These cost about $2 per night. On several occasions on the nights I entertained my friends we had singing girls present, two or three. These cost $1 each. I did not give the servants anything, except at a festival time, when I gave them a few dollars. During the time I was at the Tak Fung brothel I spent about $200. The first time I was in the Kwang Hing brothel was in April or May this year. My friends took me there. I was taken there by Tang Lai Sung and Tsung Shui. I went there about eight or ten times. I never engaged a girl in that brothel. The most I have spent there altogether would be between $10 and $20. I never engaged halls or gave feasts there, or passed the night there. I used sometimes to stay there till three or four o'clock in the morning. I used to make the girl Aso there presents of stockings and handkerchiefs. I never gave her jewellery or money. I am acquainted with the Fung Choi brothel. The first time I was ever there was on the 17th May this year. I went there with Tsung Chui and Tam Sau. From that time up to the present time I have been there about ten times. The last time was the 13th June. I paid a girl there called Sui Fong $100. I gave her no other presents. Altogether I spent on her about $114. I had dinners there twice. I also engaged halls there two or three nights. The halls and dinners cost $16 per night. At these dinners the most singing girls we ever had were three. I have dined once or twice in the general hall with Tsang Shui and Tam Sau. They went there as my guests. I cannot tell how much money I spent in all in different brothels. I keep no accounts. I have been to several other brothels besides these I have mentioned.

At this point the case was adjourned till to-morrow (Friday).

## *THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.*

The following is the report to be presented at the ordinary half-yearly meeting of shareholders, to be held at the offices of the Company, No. 14, Praya, Hongkong, on Monday, the 24th inst. at 3 o'clock p.m.:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.

GENTLEMEN,—The directors have now to submit to you their report with a statement of accounts for the half-year ended 30th June last.

The total receipts for the six months are $1,013,021.05, and the net profit after paying interest due and all charges, amounts to ...... $232,320.48 to which has to be added the balance brought forward from last account ...... 3,620.20

$235,940.68

and from this have to be deducted—
Directors' fees ...... $3,500.00
Auditors' fees ...... 400.00
3,900.00

leaving available for appropriation ...... $232,040.68

The directors recommend that a dividend for the half-year of 7 per cent., or $109,375, be paid to the shareholders, a bonus of $10,000 to contributing shareholders, and $10,000 to the foreign staff. That $30,000 be written from the value of Kowloon, $20,000 from Aberdeen, and the balance $52,665.68 carried forward to new account.

The docks and workshops of the Company have been fully employed during the last six months, and it will be observed that the gross earnings have been larger than those of any previous half year.

The operations connected with the laying of the slip at Kowloon are progressing satisfactorily, and if no delay occurs in the delivery of our timber from Manila, the work will be completed in the early part of next year.

E. L. WOODIN, Chairman.

CAPITAL ACCOUNT.

| ASSETS. | $ c. | $ c. |
|---|---|---|
| Aberdeen. | | |
| To value of Aberdeen Docks, as per last statement | 152,482.50 | |
| To amount expended on completion of new bungalow and sea wall | 4,389.14 | |
| | 156,871.64 | |
| Less amount written off last six months | 25,000.00 | 131,871.64 |
| Kowloon. | | |
| To value of Kowloon Docks, as per last statement | 649,467.17 | |
| To amount expended on completion of new sea wall | 2,867.74 | |
| To amount expended to date removing hill at back of dwellings | 4,108.54 | |
| To amount expended to date laying down No. 2 slip | 1,500.00 | 657,943.45 |
| New Dock. | | |
| To value of new dock, as per last statement | 628,824.76 | |
| To final commission paid Messrs. Danby, Leigh, and Orange | 1,000.00 | |
| | 629,824.76 | |
| Less amount written off last six months | 75,000.00 | 554,824.76 |
| Cosmopolitan. | | |
| To value of Cosmopolitan Dock, as per last statement | 332,698.96 | |
| To value of one patent drilling machine added last six months | 388.63 | |
| | 333,087.59 | |
| Less amount written off last six months | 25,000.00 | 308,087.59 |
| Tug, launches, and lighters. | | |
| To value of *Pilot Fish*, as per last statement | 20,206.00 | |
| Less amount written off last six months | 5,000.00 | 15,206.00 |
| To value of 9 steam launches, 1 steam lighter, and boats, as per last statement | 36,884.92 | |
| Less amount written off last six months | 5,000.00 | 31,884.92 |
| To sundry debtors | | 77,155.36 |
| To cost of material on hand | | 594,935.04 |
| | | $2,371,908.76 |

| LIABILITIES. | | $ c. |
|---|---|---|
| By shareholders for paid-up capital | | 1,562,500.00 |
| By Admiralty loan £20,000 0s. 0d. | | |
| Less repayments 2,834 0s. 4d. | | |
| £17,165 19s. 8d. @ 3/2¼ | | 100,662.42 |
| By Admiralty loan exchange adjustment at credit of this account | | 7,181.77 |
| By Hongkong Land Investment & Agency Company, Limited, loan on mortgage at 7 per cent, as per last account | 300,000.00 | |
| Less repayment during the last six months | 100,000.00 | 200,000.00 |
| By sundry creditors | | 259,323.89 |
| By balance of profit brought forward from last account | 3,620.20 | |
| By profit | 232,320.48 | 235,940.68 |
| | | $2,371,908.76 |

| REVENUE ACCOUNT. | $ c. |
|---|---|
| To cost of labour, material, and working expenses at the company's three establishments | 739,936.34 |
| To interest | 21,759.75 |
| To fire insurance | 843.19 |
| To Crown rent | 1,460.56 |
| To head office expenses, salaries, stationery, and rent | 13,642.52 |
| To drawing office expenses and salaries | 2,581.50 |
| To profits | 232,320.48 |
| | $1,013,021.05 |
| By gross earnings of the company's three establishments | 1,006,669.80 |
| By towage, nett earnings | 4,455.07 |
| By transfer fees | 166.00 |
| By bonus on premia, &c. | 1,730.18 |
| | $1,013,021.05 |

D. GILLIES, Secretary.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

### THE MEDICAL MISSION HOSPITAL AT CANTON.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The Managing Committee of the Medical Missionary Society, on behalf of the physicians and surgeons in charge of the Hospital in Canton and the Associated Dispensaries, desire to express their sincere thanks to those, both Europeans and Chinese, who have responded so liberally to the call for aid in the emergency which has come on the Society in the loss of its funds.

We wish also to acknowledge our obligations to the Editors of the newspapers, both English and Chinese, who have kindly directed the attention of the public to the urgent needs of the Society and have thus contributed to the generous response to our call.

Lists of contributors are annexed.

R. H. GRAVES,
Chairman of the Committee of Management.

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## *FOOCHOW.*

At last the rain has come. It commenced on the afternoon of the 14th inst. with a heavy tropical thunder shower and continued throughout the night. Whether it has come in time to save the second crop of rice remains to be seen. The reports concerning fields away from the river side have been bad enough to lead to the supposition that the plants were beyond recovery. A further advance of forty cents a picul has taken place in the market price of the grain.

As soon as the late fear of trouble passed away the authorities set to work to try to find and arrest those who were in any way connected with the posting of the inflammable placards posted about the city. Numerous secret yamen runners have been engaged in watching the frequenters of tea houses and opium dens where these placards had been seen; but, so far, we understand, no arrests have been made. A well-known headman, the special object of their search, is supposed to have escaped to Chen Chiu, a town between Foochow and Amoy.

A fire broke out at 3 a.m. on the 12th inst., on the bank of the river nearly opposite Sun Hing jetty, and lasted for three hours. The houses in that locality are all inhabited by boat people, mostly those working the pole trade as guards and raft drivers. Some two hundred houses, and poles in considerable quantity, were destroyed; but we understand that the poles stolen were far in excess of those burnt in the fire. Prompt assistance was rendered by the authorities or the loss of property would have been far greater.

Native trade is said to be in quite a stagnant state through the stoppage of credit usually granted by the Native banks, but we think it quite as likely that the reverse is the case, namely, that credit has been restricted on account of the unprofitableness of the trade. This, it must be hoped, is only temporary, the result no doubt of over much competition. The Native banks are too glad to make the fullest use of the funds at their disposal where the risk of loss is not too great. The profits of these banks have been seriously curtailed by the official stop put upon the issue of small notes, a step taken by the mandarins to facilitate the introduction of the small silver coins.

Polygamy, as is well known, is not only allowable but generally put into practice by the well-to-do amongst the Chinese; but, as a rule, one addition at a time to the domestic felicity is considered sufficient—indeed, we believe that the marrying of a man to two wives in one day is altogether without precedent. This, however, took place last week, much to the indignation of all who knew about it, and the event has caused quite a sensation both on Nantai and in the City. It is considered a most uncivilized act. The house of the happy man has been besieged by a host of callers to ask if it is actually true. The bridegroom was, we understand, a boy formerly in the employ of a foreigner in the I. M. Customs service.—*Echo.*

## *COMMERCIAL INTELLIGENCE.*

WEDNESDAY, 19TH AUGUST.

CLOSING QUOTATIONS.

EXCHANGE.

ON LONDON.—
Telegraphic Transfer ......3/2¼
Bank Bills, on demand ......3/2¾
Bank Bills, at 30 days' sight ......3/2¾
Bank Bills, at 4 months' sight ......3 2¾
Credits, at 4 months' sight ......3 3¼
Documentary Bills, 4 months' sight ......3 3¼

ON PARIS.—
Bank Bills, on demand ......4.04
Credits, at 4 months' sight ......4.12

ON GERMANY.—
On demand ......3.25
after sight ......—

ON NEW YORK.—
Bank Bills, on demand ......78¼
Credits, 60 days' sight ......79¼

ON BOMBAY.—
Telegraphic Transfer ......221½
Bank, on demand ......222

ON CALCUTTA.—
Telegraphic Transfer ......221½
Bank, on demand ......222

ON SHANGHAI.—
Bank, at sight ......72
Private, 30 days' sight ......72¾

SOVEREIGNS, Bank's Buying Rate ......6.16

JOINT STOCK SHARES.

| COMPANY. | PAID UP. | QUOTATIONS. |
|---|---|---|
| Banks— | | |
| Hongkong & S'hai. | $125 | 178 p. ct. prem. |
| Do. New Issue | $125 | 175 p. ct. prem. |
| Do. Old Cum New. | | 201 p.ct.pm. buyer |
| China, Japan, &c. | £1.5 | $16, cum new byrs. |
| Do. New Issue | £1.5 | $15¼ |
| Do., Founders | £1 | £160, sellers |
| New Oriental | £10 | £12 |
| Brown & Co., H. G. | $50 | $45, sales |
| Campbell, Moore & Co. | $10 | $10, nom. |
| China Borneo | $55 | $13, sales |
| China Sugar | $100 | $181, sellers |
| Chinese Loan '81 C. | $600 | par. buyers |
| Chinese Loan '86 E. | Tls. 250 | Tls. 277½ |
| Cruickshank & Co. | $50 | $40, nom. |
| Dairy Farm Co. | $10 | $8 |
| Fenwick & Co., Geo. | $25 | $15, sellers |
| Gordon & Co., A. G. | $25 | $10, sellers |
| Green Island Cement | $10 | $19 |
| H. Brick & Cement | $21.50 | $15, nom. |
| H. & C. Bakery | $50 | $75, nom. |
| Hongkong & C. Gas | £10 | $120 |
| Hongkong Electric | $8 | $5 |
| H. H. L. Tramways | $100 | $55, sellers |
| Hongkong Ice | $25 | $86 ex div. |
| H. & K. Wharf & G. | $50 | $79, buyers |
| H. Steam Laundry | $50 | nom. |
| Hongkong Rope | $50 | $118, buyers |
| H. & W. Dock | $125 | 89 p. ct. pm. buyers |
| Hotels— | | |
| Austin Arms | $50 | $12, nom. |
| Hongkong Hotel | $50 | $65, nom. |
| Do. New Issue | $25 | nom. |
| Peak Hotel | $50 | $5, sellers |
| Shameen | $15 | $10, nom. |
| Insurances— | | |
| Canton | $50 | $110, sales |
| China Fire | $20 | $85, sellers |
| China Traders' | $20 | $60, buyers |
| Hongkong Fire | $50 | $317, buyers |
| North-China | £50 | Tls. 260 |
| Singapore | $20 | $8, buyers |
| Straits Fire | $20 | $15 |
| Straits Marine | $20 | $13, sellers |
| Union | $25 | $97, sellers |
| Yangtsze | $100 | $90, buyers |
| Labuk Planting | $50 | $15, sellers |
| Land & Building— | | |
| H. Land Investm't | $50 | $80, sellers |
| Kowloon Land & B. | $30 | $17, sellers |
| Peak Building | $13 | nom. |
| Humphreys Estate | $100 | $200, nom. |
| West Point Buildg. | $40 | $27, buyers |
| Luzon Sugar | $100 | $72, buyers |
| Mining— | | |
| Balmoral Gold | $10 | $5, sellers |
| Charbonnages | $131.58 | $410, sales |
| Inauris | $6.31 | $8½, sales & sellers |
| Jelebu | $5 | $8, buyers |
| Punjom | $10 | $3½, sales |
| Raubs | 17s. 9d. | 80 cts. sellers |
| Selama | $5 | $2, sellers |
| Do. | $2 | 50 cts. sellers |
| Steamship Coys.— | | |
| China & Manila | $50 | $65, sellers |
| Douglas S. S. Co. | $50 | $42, sellers |
| H., Canton, & M. | $20 | $33, buyers |
| Indo-China S. N. | £10 | 30 p. ct. dis. sellers |
| Steam Launch | $80 | $80, nom. |
| W'chai Wareh'se Co. | $37½ | $37½ nom. |
| Watson & Co., A. S. | $10 | $20, sales |

E. & S. COXON, Share Brokers.

OPIUM.

| Per Picul. | | Allow'ce. |
|---|---|---|
| This year's New Malwa | $490 | 2 to 4 cat'es. |
| Last year's New Malwa | $500 | 0 to 2½ " |
| Old Malwa | $510 | 0 to 2 " |
| Older Malwa | $520 | 0 to 2 " |
| Oldest Malwa | $540 | ½ to 3 " |
| Patna (New) | $495 | per chest. |
| Benares (New) | $480 | " " |
| Benares (Old) | $495 | " " |

EXPORT CARGO.

Per steamship *Empress of Japan*, sailed on the 11th August:—For Vancouver, B.C.—4 chests opium, 820 bags rice, 96 packages coffee, and 433 packages merchandise. For Victoria, B.C.—60 chests opium, 89 boxes tea, 70 bales beans, 700 bales rice, 1,000 bales sugar, 15 cases oil, and 659 packages merchandise. For Portland—157 bales gunnies, 1,736 bales rice, 20 cases oil, 37 boxes tea, and 662 packages merchandise. For Port Townsend—240 bags rice, 10 boxes tea, and 203 packages merchandise. For Nanaimo—360 bags rice, and 134 packages merchandise. For New Westminster—6 chests opium, and 41 packages merchandise. For Chicago—62 packages merchandise. For Boston—259 packages merchandise. For New York—681 packages merchandise.

## *THE WEATHER.*

METEOROLOGICAL REGISTER.
18TH AUGUST, AT 4 P.M.

| STATION. | Barometer red. to sea level and 32° Fahr. | Temperature. | Humidity. | Wind. Direction. | Wind. Force. | Weather. | Rain last 24 hours. |
|---|---|---|---|---|---|---|---|
| Wladivostock | — | — | — | — | — | — | — |
| Tokio | — | — | — | — | — | — | — |
| Nagasaki | — | — | — | — | — | — | — |
| Shanghai | — | — | — | — | — | — | — |
| Foochow | 29.85 | 94 | 64 | ESE | 1 | b | — |
| Amoy | 29.83 | 88 | 66 | S. | 2 | b | — |
| Anping | — | — | — | — | — | — | — |
| Swatow | 29.89 | 85 | — | SSE | 3 | — | — |
| Hongkong | 29.84 | 81 | 86 | E | 2 | o | — |
| Victoria Peak | — | — | — | E | 3 | — | — |
| Canton | 29.86 | 92 | 64 | — | 0 | od | — |
| Macao | 29.87 | 80 | 87 | E | 1 | odlt | — |
| Hoihow | — | — | — | — | — | — | — |
| Haiphong | 29.82 | 82 | 81 | E | 2 | o | — |
| Bolinao | 29.84 | 85 | 76 | SE | 2 | o | — |
| Manila | 29.81 | 82 | 83 | — | 0 | om | 0.24 |
| Cape S. James | — | — | — | SW | 3 | o | — |
| **19TH AUGUST, AT 10 A.M.** | | | | | | | |
| Wladivostock | — | — | — | — | — | — | — |
| Tokio | — | — | — | — | — | — | — |
| Nagasaki | — | — | — | — | — | — | — |
| Shanghai | — | — | — | — | — | — | — |
| Foochow | — | — | — | — | — | — | — |
| Amoy | 29.94 | 82 | 79 | SW | 1 | b | — |
| Anping | — | — | — | — | — | — | — |
| Swatow | — | — | — | — | — | — | — |
| Hongkong | 29.93 | 83 | 81 | E | 2 | o | 4.03 |
| Victoria Peak | — | — | — | ESE | 4 | — | — |
| Canton | 29.92 | 83 | 75 | SE | 1 | o | — |
| Macao | — | — | — | — | — | — | — |
| Hoihow | — | — | — | — | — | — | — |
| Haiphong | 29.88 | 80 | 96 | — | 0 | op | — |
| Bolinao | 29.87 | 85 | 79 | ESE | 2 | b | — |
| Manila | 29.88 | 82 | 85 | — | 0 | om | — |
| Cape S. James | — | — | — | SW | 2 | b | — |

Barometer rising. Gradients very gentle for E. winds. Weather warm, moist, and unsettled. (Issued at 11.10 a.m.)

HONGKONG REGISTER.

| | Previous day 4 p.m. | On date at 10 a.m. | On date at 4 p.m. |
|---|---|---|---|
| Barometer | 29.84 | 29.93 | 29.81 |
| Temperature | 81 | 83 | 83 |
| Humidity | 86 | 81 | 79 |
| Direction of wind | E. | E. | E. |
| Force | 2 | 2 | 4 |
| Weather | o. | o. | o |
| Rain | — | 4.03 | — |

Highest open air temperature on the 18th ...... 86
Lowest open air temperature on the 18th ...... 73

1—BAROMETER reduced to 32 degrees Fahr. at sea level.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4—DIRECTION OF THE WIND to two points.
5—FORCE OF THE WIND according to Beaufort Scale.
6—STATE OF THE WEATHER: b. blue sky; c. detached clouds; d. drizzling rain; f. fog; g. gloomy; h. hail; l. lightning; o. overcast; p. passing showers; q. squally; r. rain; s. snow; t. thunder; v. visibility w. dew (wet).

W. DOBERCK.
Hongkong Observatory, August 19th, 1891

MESSRS. FALCONER & CO.'S REGISTER, AUGUST 19TH
Barometer 9 A.M....29.94 Therm. 9 A.M. (Wet bulb) 78
Barometer 1 P.M....29.88 Therm. 1 P.M. (Wet bulb) 80
Barometer 4 P.M....29.86 Therm. 4 P.M. (Wet bulb) 80
Thermom. 9 A.M....80 Therm. Maximum ...... 84
Thermom. 1 P.M....84 Therm. Minimum (over
Thermom. 4 P.M....84 night) ...... 78

## SHIPPING REPORTS.

The British steamer *Titan*, from Liverpool 10th July, and Singapore 11th August, had fine weather throughout. On 19th August spoke *Isaac Reed*, of New York, lat. 20.20 N., long. 114.00 E., bound South.

The British steamer *Hailoong*, from Tamsui 14th August, Amoy 17th and Swatow 18th, had strong S.W. winds and heavy rain with high head sea between Tamsui and Amoy. From Amoy had light airs and fog to Swatow. From Swatow had moderate S.E. winds and fine clear weather with light passing showers to port.

## AMOY SHIPPING.

August— ARRIVALS.
11, Benlawers, British str., from Shanghai.
12, Yiksang, British str., from Manila.
13, Taiwan, British str., from Chefoo.
13, Diamante, British str., from Hongkong.
13, Sishan, British str., from Hongkong.
13, Haiphong, British str., from Hongkong.
13, Yungching, Chinese str., from Swatow.
13, Camelot, British bark, from Chefoo.
13, Bengloe, British str., from Shanghai.
14, Patroclus, British str., from Shanghai.
14, Walter Siegfried, Brit. bk., from N'chwang.
15, Fokien, British str., from Hongkong.

August— DEPARTURES.
11, Thales, British str., for Swatow.
12, Yiksang, British str., for Hongkong.
12, Formosa, British str., for Swatow.
13, Benlawers, British str., for Singapore.
13, Haiphong, British str., for Foochow.
13, Diamante, British str., for Manila.
13, Sishan, British str., for Swatow.
14, Hokien, Siam 3-m. sch., for Ningpo.
14, Taiwan, British str., for Swatow.
15, Yungching, Chinese str., for Shanghai.
15, Fokien, British str., for Tamsui.

## NEWS FOR THE ENGLISH MAIL.

### HONGKONG.

During the first part of the interval the weather was fine and cool for the time of the year. At the time of writing close warm weather, with frequent heavy showers, prevails. Local events have again been few and unimportant. The Legislative Council met on the 17th August; Hon. Ho Kai gave notice of the introduction of a Bill for the incorporation of the Senior Missionary in Hongkong of the London Missionary Society; a despatch from the Secretary of State approving the Sunday Cargo-Working Ordinance and the table of census returns were laid on the table; in reply to Hon. T. H. Whitehead, His Excellency said in view of the fact that all papers with reference to the Central Market had been referred to the Public Works Committee, and the necessity of proceeding at once with the work, he was unable to lay on the table the papers asked for by the hon. member; the Arms Consolidation Bill was read a third time and passed, the Merchant Shipping Consolidation Bill was read a second time, the Widows' and Orphans' Pensions Bill was read a third time and passed; the Council adjourned for a short recess to the 5th October. During a raid on a gambling house in Rozario Street, a man trying to escape over the roofs of the adjoining houses fell down a smokehole and died shortly afterwards. The reconstruction of the Kennedy Road bridge, which was destroyed by the storm two years ago, has been completed. The extraordinary meeting of the China Borneo Company, which was convened on the 12th August for the purpose of winding up the Company, has been adjourned to consider an offer of Messrs. Jardine, Matheson & Co. to take over the Company. At a meeting of the Marinbark Furniture Company held on the 14th August, it was decided to wind up the Company voluntarily. The first meeting of creditors of Messrs. Russell & Co. was held on the 16th August. Extraordinary meetings of the Hongkong Rope Manufacturing Company and the China and Manila Steamship Company were held on the 17th August, when the resolutions passed on the 1st August were confirmed. Favourable news has been received from the Punjom gold mine. H.M.S. *Tweed* has been raised. There were no prisoners for trial at the monthly Sessions this month, a very unusual occurrence.

There were 2,299 visitors to the City Hall Museum last week, of whom 147 were Europeans.

We note, from an advertisement in the *Gazette*, that it is intended to erect a new District School at Kowloon.

We understand that the shipment of coal from the Hongay mines will commence some time in the month of October next.

Mr. W. V. Drummond, barrister-at-law, arrived from Shanghai on the 18th inst. to conduct an important will case in the Supreme Court.

At the last regular meeting of the Ararat Lodge of Royal Ark Mariners Bro. Paul Jordan was elected Worshipful Commander for the ensuing year.

It is notified in the *Gazette* that His Excellency the Acting Governor has been pleased to recognise Mr. Vincenzo Pietro Musso as Vice-Consul for Italy at this port.

The first meeting of creditors in Russell & Co.'s bankruptcy was held before the Deputy Registrar on the 15th instant. Only a few creditors attended. Mr. Shewan was proposed as Creditors' Assignee. The meeting was adjourned to the 22nd inst.

When the Criminal Sessions were opened on the 18th inst. at the Supreme Court, by the Acting Puisne Judge, the Acting Attorney-General (Hon. A. J. Leach) informed his lordship that he was happy to say that there were no prisoners for trial and he trusted that this was a sign of the diminution of crime in the Colony. His lordship remarked that he trusted that the absence of any cases showed a diminution of crime and not any want of activity in the making of arrests or the taking of the usual steps for the punishment of crime.

A notification in the *Gazette* announces that Her Majesty has not been advised to exercise her power of disallowance with respect to Ordinances Nos. 6 and 7 of 1891, being the Ordinance to restrict the Loading and Unloading of Cargo on Sunday in the waters of this Colony and the Gambling Ordinance respectively.

The Chinaman who was missing after the raid on the sly brothel at Sam-sai-po has been found by the police. The surmise that he had been kidnapped by some one interested in the maintenance of the brothel proved correct. The man was found in a house in Chinese territory tied up and showing evidence of having been severely beaten.

For the convenience of passengers by the Peak Tramway, the Company have just made a Station for Kennedy Road. The platform is on the western side of the tramway a little below the Kennedy Road, from which a short path is being cut close to the tram bridge to give access to it. This station will be handy for dwellers on the Caine Road level.

An extraordinary meeting of shareholders of the Chinaand Manila Steamship Company, Limited, was held at the offices of Messrs. Shewan & Co. on the 17th inst. for the purpose of confirming the resolutions passed at the meeting held on the 1st inst. There were present:—Messrs. D. Gillies (Chairman), R. Shewan, W. Shewan, J. B. Coughtrie, E. Robinson, J. H. Cox, and G. H. Potts. The resolutions were confirmed by the meeting.

A gunner in the Chinese Customs Service, stationed on board a revenue launch at Laichikok, committed suicide on the 15th inst. The man got into a gig belonging to the launch, rowed by four of the crew, and when he had got about one hundred yards from the launch, pulled out a revolver and shot himself through the head. The crew on seeing him draw the revolver jumped overboard. Deceased leaves a wife and child in the Colony.

Yet another death arising out of a raid on a gambling house. On the night of the 11th inst. Sergeant Haddon entered No. 9, Rozario Street, where a number of men were gambling. His arrival was the signal for a general clearance by way of the roof. One unfortunate man in trying to make his escape fell a distance of some thirty feet, severely injuring his head. He was at once removed to the Hospital, but died a few minutes after his admission there.

An extraordinary general meeting of the shareholders of the Hongkong Rope Manufacturing Company was held at the offices of Messrs. Shewan & Co. on the 17th inst. for the purpose of confirming the resolutions passed at the meeting held on the 1st August. There were present:—Messrs. D. Gillies (Chairman), R. Shewan, J. B. Coughtrie, T. E. Davies, J. S Moses, W. Shewan, and J. Klinck. The resolutions were put to the meeting and carried unanimously.

The return of the Collector of Stamp Revenue for July is published in the *Government Gazette*. The total revenue collected for July amounted to $17,711.79 as compared with $19,127.95 in the same month last year, a net decrease of $1,416.16. The falling-off is most apparent under the headings broker's note, amounting to $445; mortgage, $442.10; receipt stamps, $581.70; probate, $308; and charter party, $182.30. The principal increases were derived from transfer of shares, $351.50; adhesive stamps, $254.64; bills of lading, $131.50; and bank note duty, $118. The falling off in receipt stamps is accounted for by the fact that postage stamps are now used for the purpose; this item therefore is not an indication of a decline in revenue.

After many months of very slow progress the Kennedy Road Bridge is at last complete, having received the last coping stone on the 12th inst. The structure is a neat and substantial one. It spans the great stone channel carrying the waters of the Albany nullah with one good-sized arch, and is solidly built of stone. The parapets are of dressed granite, with circular perforations, terminating at each end with massive piers. The road over it is concreted, with cemented channels, and the approach to this favourite haunt of pedestrians is now fittingly and permanently secured. The bridge has been open to traffic for several days, and the unsightly bamboo structure which has done duty for the past two years has been removed. Those of our readers who remember the Albany nullah only as it was before the great rainstorm of 1889 would hardly recognise it now. The turbulent stream has been most effectively curbed. On its emergence from the culvert beneath the Service Reservoir it now enters a massive deep stone channel which is carried down its sinuous course to the site of the old Horse Repository, and the rocky bed on either side has been filled in, banked up, and turfed in most parts, thus hiding all traces of the scars and landslips caused by the overflow of the Reservoir in 1889. Something still remains to be done in the way of filling in and turfing, but the work is advancing to completion, and will be finished no doubt before the dry season arrives.

## CHINA.

### CANTON.

An epidemic has long been prevailing in Mong Kong village in the Pun-yü district and the number of deaths has been unusually great. The natives, considering the present year to be an unlucky one, celebrated their New Year on the 1st day of the 7th moon in the hope that a change of scene might bring things to a more prosperous condition. Every house accordingly decorated its door with new red papers, crackers were fired in great quantity, and in fact everything was done as if the new year was really approaching.

The Kwong-Chau-fu Prefect has issued a notification prohibiting women from going to the "White Cloud" Hill and from sleeping in the Shing Wong Temple. It appears that the 29th day of the present moon being the birthday of two famous gods—one has his seat in a magnificent monastery situated on the top of the White Cloud Hill and the other in the Shing Wong Temple—large numbers of people go to worship in the respective places every year and a good many even stay there for several days. The White Cloud Hill is chiefly noted for the beauty of its surrounding scenery, while the Shing Wong Temple is credited with the power of making sterile women pregnant, and superstitious females who believe the legend go there to sleep on the night of the god's birthday in the hope of having children.

### FORMOSA.

TAMSUI, 6th August.

Our community were startled by a terrific thunderstorm which passed over the port on the evening of the 3rd instant; its fury concentrating on the oldest building in the place—the old Dutch Fort, used as British Consular offices and constable's residence. The building, which is square, with turret-like additions at the S.W., N.W., and N.E. corners, has walls exceeding five feet in thickness, a flat roof built on an arch as thick as the walls in its centre part, and on its S.W. corner is a small square building surmounted by a flagstaff, the lower mast of which is secured by means of iron wire backstays to the main building, one stay being secured to the roof on the north side, and two stays to the walls on south and west sides. The lightning, which was probably arrested by the sheave in the truck of the flagstaff, shattered the top-mast into match-wood, passed down the north and south stays, by the former penetrating the roof, from the inner portion of which it carried away a quantity of bricks and mortar, then passed down a diagonal wire secured to the roof and a low partition wall, the said wire supporting a hanging lamp, which was brought to the floor, the current following it down and evidently passing into the floor. In the meanwhile, however, it must have passed on to the termination of the wire at the partition wall, as mortar was carried away, and the wall presented a smoky appearance in one small portion. Close to the wall was placed a mosquito-house, the curtain of which was ripped, and a doorway near was slightly damaged. The current must then have passed through the floor, which it entered within a few feet from where the constable, Mr. Peterson, sat reading. He states that he was paralysed for a short while, during which time the room appeared full of incandescent fire. That portion of the current which passed down the south backstay entered the wall, carrying away a quantity of masonry from the outer side, then passing down, it completely wrecked the front doorway, passing through the verandah into the basement, where it left traces of its passage. The offices on the west side of the building had a door partially wrecked and a tile smashed in the floor. There were other portions of the building touched, which may confirm the opinion that more than "bolt" was precipitated on the building. A leather-covered chair had its cover ripped open and the stuffing partially burnt, one of its legs had disappeared, probably by human means, as the numbers of Chinese who visited the scene were anxious to secure a portion of any article struck by the electric fluid, to be used as "medicine."

Tea shipments are not particularly brisk, merchants being anxious to make their sales on the spot before shipment.—*Mercury* correspondent.

### SHANGHAI.

The *Mercury* says several heavy failures amongst native firms operating in Indian cotton yarn at Shanghai have occurred of late, and it is feared that others will follow.

The *Mercury* says that another strike in a small way occurred on the 8th inst. at Shanghai among the Police. The Sikhs of Louza Station were punished for keeping their bedding in a filthy condition. Not liking the punishment they refused duty in a body, but on being threatened with instant dismissal they quietly returned to their beats, having had their pay for that day stopped for refusal of duty.

Messrs. Dodwell, Carlill & Co., the Agents of the C. P. R. Company, inform the Shanghai papers that the *Empress of Japan* is to carry the mails to England this voyage from Yokohama in 21 days. She was to leave Shanghai at daylight on the 14th and Yokohama (after calling at Kobe) on the morning of the 19th, and will arrive at Vancouver on the 29th August. The mails are timed to arrive in New York on the 3rd Sept. and in Liverpool on the 10th idem.

A new quick-firing 12 c.m. Krupp gun arrived at Shanghai recently from Europe, and is to be taken on to Tientsin in charge of one of Krupp's experts. The *Mercury* gives the following particulars of the weapon:—A shot can be fired by it every four seconds. It carries over eight English miles, and one charge weighs more than a hundredweight. Three gunners can work it, not allowing for a couple more to carry ammunition. The barrel is nearly 14 feet long. It is of a quite recent pattern, and principally intended for coast defence and for ships.

The *N. C. Daily News* says:—"We mentioned on the 31st ult., but merely as a report, a story that a son of H.E. Hsüeh, Minister to England, etc., had been arrested as a member of a Secret Society. The only foundation for the story is that the younger Hsüeh lives at Wusich; but he is living the retired life of a student, having already taken the second degree, and is not connected in any way with the Wusieh riot, or with any secret society."—The *Mercury*, which was the first to publish the report, reiterates that its version was the correct one. Our Shanghai contemporaries cannot both be right, and we have no information on the subject.

Says the *Daily News*:—An old China hand, Captain Peters, who was recently in command of the *Sin Nanzing*, has left Shanghai in the *Gleneagles* for home. He came out to Hongkong in 1859, but was trading to the Australian Colonies in 1844, his first command being a vessel of 400 tons in 1855. He commanded the *Palmerston* and *Portland* on the China coast many years ago, and in 1865 took on board 1,200 Chinese soldiers who had surrendered at Taku on the capture of the forts. These soldiers were rowdies, and on board the vessel had no respect for their mandarins and took the allowance of drinking water from the crew. Captain Peters was equal to the occasion, and arming himself with a knuckleduster, and his crew with sticks, he went to the fresh-water pump. The soldiers thought they could repeat their conduct, but Captain Peters pushed away the first man, who thereupon called upon his comrades to mob the Captain, who was standing alone on the deck. At a given signal, however, the crew rushed out, and in seven minutes, all the soldiers, except those who were lying on the deck, were below and the ladders hauled up, so that they remained prisoners till the end of the voyage. Many years ago, Captain Peters rescued a ship's crew and received a diploma from the Board of Trade in consideration of his services.

The recent riots have (says the *N. C. Daily News*) led to a good deal of discussion as to methods which might be adopted by members of the various missionary bodies to dispel the prejudices of the natives with regard to what goes on in the mission hospitals, schools, etc. In connection with this subject, some remarks by Mr. C. C. de Burgh Daly, M.B., surgeon of the Hao-meng-fong Hospital at Ningpo, in the annual report of that institution, are worth quoting. He writes:—"The popular belief all over China is that foreigners extract the eyes and other organs from the dead to make medicine of. Two years ago I myself was accused of this, and for months afterwards the report was prevalent over a large district, that I had extracted the liver and other organs from a patient who died in hospital, and the post-mortem staining on the back was produced as proof of this. It was added that with miraculous medicine I had healed up the flesh, so as to leave no marks of an incision. As a means to lessen the danger of and excuse for anti-foreign riots, I would suggest that all foreign missionaries, especially those in charge of schools and foundling institutions, and all foreign doctors in charge of hospitals in China, should through their Ministers or Consuls adopt some scheme enabling properly appointed Chinese officials to inspect all such institutions. I know the C. M. S. and other Protestant missions here would gladly open their schools, etc., for such inspection, and I should think that such a scheme would be welcomed all over China. It would, I believe, help on mission work, and be one more blow to the deep-rooted prejudices of the natives against foreigners."

The strange and uncanny things included in the Chinese pharmacopeia are matter of notoriety, but it is not generally known that human bones are regarded as a specific in the preparation of medicine. It would appear, however, from the following incident related by a Shanghai native paper that such is the case:—In the suburbs of the Yuyaodistrict of the Shaohing prefecture in Chêkiang four men were detected by the villagers in the act of robbing graves and stealing bones from dead bodies for the purpose of concocting medicine. The ghouls resisted arrest very stoutly, and in an encounter which followed two of them were killed on the spot and two were captured alive. A committee of villagers took the prisoners to the magistrate, at the same time requesting his Honour to hold an inquest over the bodies of the dead ones. The magistrate being a new incumbent of the post, at once held an inquiry, and decided that it was illegal for the villagers to take the law into their own hands and kill the prisoners, as from the villagers' superiority in numbers the robbers might have been easily taken, even when they offered resistance; and two of the committee were accordingly remanded for further examination. The rage of the rustics knew no bounds, and an indignation meeting was held. When the unsuspecting magistrate proceeded to hold the inquest the villagers forcibly seized him and demanded the release of their representatives. The magistrate, remembering that on some occasions prudence is better than valour, consented, and the liberation of the magistrate took place at the same time as that of the two committee-men. The case was reported to the high authorities, who ordered the former magistrate to go and assist the new magistrate in settling this awkward affair.

### TIENTSIN.

31st July.

Mr. W. N. Pethick has now been officially appointed as sub-director of the China Railway Company by a despatch from Peking.

I am informed that His Excellency the Viceroy has intimated to Baron von Seckendorff that he has decided that Dr. Irwin is to continue to hold the office of Fleet Doctor to the Northern Squadron, and to be medical adviser to H.E.'s Yamên, and that he will not require the aid of a medical man from Germany. So ends this intrigue.

I regret to say that after all we are to lose Mr. Tong King-sing, whose health is not improving. He leaves for Japan by the first steamer, but the doctors doubt if that will restore him.

The dredging operations, by the two dredgers got out by the French syndicate and put together last year at Taku, do not seem to have given satisfaction. One was to have experimented yesterday at Pei Tang-kao, in the presence of the two deputies, Messrs. Yang and Sun. They have not yet returned, so I cannot tell you anything about the working of the dredger, but will do so later on. The dredger may work better in the river than in an open roadstead, such as Port Arthur and on the bar of the Yellow River.—*Mercury* correspondent.

1st August.

We have had several heavy showers of late, but not sufficient to fill all the holes on the plain, nor has it brought the river up to full bank. The present indications are that we will not have the usual amount of water on the plain from rainfall this autumn, though there is yet time for it to come. Thus far, the "Fu-tien" has not been excessively hot. The entire summer has been the coolest, as a whole, that has been experienced for many years. Everything is perfectly quiet, so much so that it is almost monotonous. There has been no boating as last year, and about the only amusement in which all can indulge is tennis.

The "Union Club" is erecting a fine two storey building on the French concession, and in a commanding location. From the upper windows there will be a fine view down the reach. It will present to upcoming vessels the finest appearance of any building in the settlement. It also appears a little presumptuous when it is remembered that we now have two clubs in town.

The railroad surveys are about (if not) completed for the extension to Shan-hai-kuan. The work is being pushed eastward as rapidly as circumstances will permit. Work has commenced on the bridge across the Lan river, and it is hoped that the road may be completed to the sea next summer. Material is on the way for its construction, and the bed will be well-nigh ready for the laying of most of the track by the time it all arrives in the spring.

4th August.

The enterprising Trading Company of North China, which is prepared to provide for all our material wants, has with unsurpassed generosity made us an offer to participate in its pecuniary profits. Having for many years been saddled with a match factory which has been anything but a profitable investment, they have invited the confiding public to take shares in a new venture called the Tientsin Chinese Match Factory, capital Tls. 45,000 in 4,500 shares of Tls. 10 each. As four out of the five provisional directors are Europeans, why the Company should be called Chinese does not appear. Perhaps with a shrewd foreknowledge that European capital would be inclined to fight shy of such a desirable thing, they are desirous of conciliating the native monied men. The new shareholders are offered a fifteen years' monopoly at Tls. 5,000 and what is called the goodwill at another Tls. 5,000, making a total of Tls. 10,000 or one-fourth of the subscribed capital. The so-called monopoly is not worth the paper it is written on as against foreigners, and in the case of Chinese is doubtful. What is to hinder any British or German firm starting a match factory in Tientsin to-morrow should they so choose? A red seal stamped on a piece of paper covered with Chinese characters is in the eyes of the many a very valuable document, until it is proved by experience to be worthless. A local Steamship Company, not usually considered to be managed by fools, has recently paid several hundred thousands of taels for such experience and has doubtless profited by this somewhat unnecessary outlay. "The goodwill" the public is informed "represents the expense to which the Company has been put in training the natives in the surrounding villages to make the match boxes, etc.," in other words part of the losses the old company have incurred and for which they would like the new company to reimburse them. As the prospectus says match factories all over the world have proved extraordinarily remunerative investments, it is only to be hoped the intending shareholders of the T. C. M. F. will find that the concern will yield a lucrative profit to investors.

Our summer may practically be considered over. The nights are cool and there is a dry feeling in the air which would seem to signify that there will be no more rain.—*Daily News* correspondent.

7th August.

An "Express" was issued here yesterday by the Imperial Chinese Railway Company, asking for tenders for the supply of 180,000 sleepers, 5,000 bridge stringers and 9,000 crossing timbers, for projected extensions on the line. The "Express" did not state whether the sleepers were to be of wood, iron, or steel, but no doubt wooden sleepers are required. The quantity called for represents over a hundred miles of rails. The Imperial Decree the Company possess only sanctions the construction of 20 miles of railway, but it is possible that they have been granted another Decree since that one was issued, permitting them to carry the line on to Shan-hai-kwan. The price for German rails delivered at Tongku, spikes, &c., included, is Tls. 34.40 per ton, equal to Marks 166.12, at M. 4.80 per tael, less freight M. 56.12 per ton, the same rails being sold in Germany at M. 110 per ton, a price that compares well with the London quotation of £5 per ton. The Chinese go to Japan for their sleepers, where they pay 50 cents each for them, which brings the cost of sleepers per mile to Tls. 880; and as it takes 110 tons of 70lb. rail at Tls. 34.40 per ton to construct a line a mile long (amounting to Tls. 3,784), the total cost of rails, spikes, and sleepers for a mile of railway stands the Company Tls. 4,664. If they took 60lb. rails and iron or steel sleepers, a mile of line would require 95 tons of rails and 47 tons of sleepers, equal to 142 tons of metal at Tls. 34.40 per ton, the mile would cost Tls. 4,884.80, but with 50lb. rails they would only require 126 tons of metal—84 tons of rail and 42 tons of sleepers—which, at Tls. 34.40 per ton would amount to Tls. 4334.40, a considerable saving on the 70lb. rails and wooden sleepers.—*Mercury* correspondent.

The projected Chinese railway from Linsi to Newchwang and on thence to Kirin, as we learn from the Shanghai native papers, is again engaging public attention. Mr. Yang Kobsen is the Chinese director and Mr. Kinder the Foreign manager, but the Viceroy Li Hung-chang, knowing well that Mr. Kinder is too busy to look after everything, has appointed Mr. Pethick, American Vice-Consul at Tientsin, as sub-manager. This appointment was sanctioned by the Viceroy on the 31st July. In constructing the railway a great deal of iron, wood, and other materials will be required, and knowing this Viceroy Chang Chih-tung has sent a despatch to Viceroy Li informing him that he is opening iron mines at various places within his jurisdiction, the product of which ought in some way to be utilised on the railroad, as well as the iron from the mines in Hupeh province, so as to keep the money in China instead of letting it go elsewhere. Viceroy Li, in reply to this despatch, said that as the railroad in question is an Imperial undertaking every precaution must be taken to secure the best materials. The iron must be of standard strength and stability and the work is to be commenced at once. Viceroy Li said Viceroy Chang's offer was very good and he sent him some models of the articles wanted for the railway, with minute details as to the quality required, and said that if Viceroy Chang could make these articles according to the models and bring the iron up to the necessary standard, he (Viceroy Li) would be happy to use them on the projected railway. Viceroy Chang replied that he can manufacture the articles as desired and furnish all the iron that will be wanted for the railway by the end of the 7th moon next year. Viceroy Li has accepted this offer, and has ordered 250,000 tons of iron from Foreign countries to go on with in the meantime.

## JAPAN.

### KOBE.

The *Hyogo News* says:—The rift in the lute of the great family of the Tokugawa (Shogun family) caused by the escapades of the Marquis Yoshiakira, who was formerly a Christian, and who divorced his insane wife to marry her sister, afterwards gaining notoriety by his intrigues with certain *geisha*, has been sealed. Some of the family desired to depose the amorous Marquis, who after all is only a Marquis by adoption, and made his misconduct a lever, but on the 6th inst. the Prince Tokugawa, head of the family, called all the other chief members together at his house, and stated that it was desirable the affair should be passed over, and that they should live harmoniously as before. He then reproved the Marquis, admonishing him to be more careful of his morals in future, and not to give his mother-in-law or any other member of the family anxiety.

### YOKOHAMA.

Those personally acquainted with Count Inouye are aware that he has a deep scar on his face, the history of which has just been published by the *Yomiuri*, and we (*Gazette*) presume is correct. Count Inouye in his early days decided to sacrifice himself in any and every way for the good of his country, and boldly encountered several dangers. He commanded a body of *Choshu* troops in defending the attacks of the Shogunate at the time when the said clan was considered an enemy to the country, and in fights with the Tokugawa Government Count Inouye was wounded in nearly every part of his body. Upon his return from Europe, about the time Shimonoseki was being bombarded by the European fleets, Count Inouye seriously opposed the then popular *joi* spirit in the *Choshu* clan. The *soshi* of the clan becoming acquainted with his sentiments, waylaid him on a country road, and in spite of his desperate defence, wounded him severely in the face, the scar of which wound still remains. The Count would in all probability have been killed, had he not pretended to be already dead, and his assassins left him in that belief.

The *Japan Mail* writes:—We have not hitherto alluded to the very interesting case of the Rev. Dr. G. F. Verbeck, who with his family have become Japanese subjects for all practical purposes. Dr. Verbeck was peculiarly situated. He had lost his Dutch nationality by non-residence, and he had not lived long enough in the land of his original adoption, America, to become naturalized there. Under these circumstances he sought to become naturalized in Japan, where he has resided for about thirty years, and where he is beloved and respected by all classes. But laws relating to the naturalization of foreigners in this empire have not yet been enacted, so that it was not possible to accede to Dr. Verbeck's proposal. The Foreign Office, however, appreciating his position, and being justly desirous of extending every possible indulgence to a man so deserving of consideration, consented to grant him a special certificate, valid for the space of a year. According to this certificate Dr. and Mrs. Verbeck, their five sons and two daughters, are entitled to travel and reside wherever they please in Japanese territory, conditionally on observing the laws of Japan in the same manner as Japanese subjects. In forwarding this certificate—which will be renewed year by year—to Dr. Verbeck, the Minister of Foreign Affairs takes the opportunity of stating that during the thirty years of Dr. Verbeck's residence in Japan, the work done by him for the country has been great, and that he has gained the affection and veneration of the Japanese people. It must be very gratifying to Dr. Verbeck to find that his labours have earned for him exceptional treatment of this nature. His case is also well worth the consideration of those who so strenuously object to the idea of submitting to Japanese jurisdiction. Dr. Verbeck, one of the leading sinologues in Japan, has had exceptional opportunities, during his thirty years' residence, of judging the disposition of the people and estimating the nature of their institutions. Yet we find him unhesitatingly placing himself, his wife, and his family under Japanese jurisdiction. The act of such a man seems to us more eloquent than the talk of a hundred cavillers who raise a barrier of imaginary perils in the path of free intercourse.

## KOREA.

CHEMULPO, 1st July.

Trade is very brisk. It is a pity the China Merchants neglect the place as they do. If they sent two steamers a month regularly, instead of one at uncertain dates, they would find the arrangement much more to their profit. Shippers would then know when they could send their goods to Shanghai and the commerce of the port generally would be immeasurably improved. One step in the right direction is the substitution of the *Yehsin* for the *Kwangchi* on this line. The *Yehsin* is a much larger and better fitted vessel, but if both ships were on the line it would answer better still. We wonder here when some enterprising firm will put a powerful steamer of shallow draft on the river to run between this place and Mapoh, the nearest port on the river to Söul. The *Lungchow* which is now on this line is too small and antiquated for the service. She is constantly undergoing repairs and people are beginning to think her unsafe to travel in, and there are always crowds of passengers during the summer months who prefer making the journey by water, not to mention the large quantities of cargo always awaiting shipment at both ends of the line.

Since the Italian man-of-war *Volturno* left us on June 12th we have been visited only by the Chinese training-ship *Weiyuen*. She arrived on June 29th and left on July 6th for a cruise, during which time she visited all the Korean ports. She called here again on July 25th and left for Wei-hai-wei on July 29th. We have now only the Japanese gun-vessel *Chokai-kan* in port.

The *Owari Maru*, Captain Jones, it is said, will be put on the run down to Manila. The *Hairiong* and *Signal* are having very short stays in port now. They are constantly on the run between Kennsh, Pingyang and Missamho, bringing large quantities of various kinds of produce here to Chemulpo, which after being weighed and repacked is shipped for the greater part to Japan. Steamers in port: *Toyoshima*, *Hairiong*, *Yehsin*, and the gun-boat *Chokai-kan* in the outer harbour.—*Mercury* correspondent.

## BRITISH NORTH BORNEO.

In the case of the Messrs. Van Marle, sentenced to various terms of imprisonment and fine in connection with grave breaches of the law on the Toongood Estate Labuk river, we (*North Borneo Herald*) understand a petition was sent in on their behalf by the Planters' Association to His Excellency the Acting Governor, who, however, considered there was no reason to interfere in the matter as they had a long and patient trial, but allowed them the option of a fine conditionally on their leaving the country and signing an undertaking not to return unless to submit to the jurisdiction of the Court. The fine was paid and the prisoners after signing the declaration were sent on board the steamer *Memnon* under police escort on July 15th at the time of sailing, and left for Hongkong. Mr. Memminger of the same estate, sentenced to six months' imprisonment, was offered the same option of paying a fine also under the same conditions as the Messrs. Van Marle. This fine was also paid, and the prisoner left for Hongkong with the Messrs. Van Marle.

Says the *North Borneo Herald*:—That indefatigable, able, and ardent officer and sportsman, Mr. C. M. Stewart, Acting Resident, Darvel Bay, lately heard that elephants were doing a great deal of mischief in a portion of his district. It goes without saying that he was at once on their track with his trusty and deadly eight bore. He came across the spoor at 7 a.m., June 30th, and following it up, came on a section of fours in the shape of four pachyderms, who trumpeted and made various noises which might have made an ordinary sportsman think twice before he meddled with them. Mr. Stewart, however, being a very practical man as well as an ardent sportsman, immediately proceeded to business, and vindicated his prowess as a rifle shot by dropping three of them in rapid succession. The first dropped dead, shot through the brain. The second was shot in the spine while running away, and the third received his *quietus* through the head. The second though hard hit managed to get up and made a noise, as Mr. Stewart describes, resembling a hundred man-of-war syrens all going at once. Mr. Stewart had to retire in "orderly time" to reload, as his empty cartridge case had jammed in the breach. This mishap, however, was soon remedied, and the earth shaking beast despatched. Mr. Stewart has a great name in the district for his shikari in the elephant and rhinoceros line. His bearer, who carried the second gun, on hearing the "syren" forgot to leave the weapon with his master, but beat a retreat, gun and all.

☞ *For other mail news see Supplement.*

## VESSELS EXPECTED.

THE CANADIAN MAIL.

The C. P. steamer *Empress of India*, with the Canadian mail, left Shanghai at 10 p.m. on the 17th and may be expected here about 1 p.m. to-day.

THE AMERICAN MAIL.

The O. & O. steamer *Belgic*, with mails, &c., from San Francisco to the 30th July, leaves Yokohama for this port to-day, and may be expected on the 23rd inst.

THE AUSTRALIAN MAIL.

The E. & A. S. S. Co.'s steamer *Menmuir* left Port Darwin for this port on the 15th, and may be expected on or about the 24th inst.

THE INDIAN MAIL.

The steamer *Japan*, from Calcutta, with the Indian mail, left Singapore on the 19th and is due here on the 25th inst.

THE FRENCH MAIL.

The M. M. steamer *Sydney*, with the next outward French mail, left Singapore at 5 a.m. on the 19th and may be expected here on or about the 26th inst. This packet brings replies to letters despatched from Hongkong on the 17th June.

MERCHANT STEAMERS.

The C. P. steamer *Empress of China*, from Liverpool, is due here on the 22nd inst.

The Mutual steamer *Chingwo* left Singapore on the 18th, and is due here on or about the 23rd inst.

The P. & O. steamer *Venetia* left Singapore on the afternoon of the 18th, and is due here on the 24th inst.

The P. & O. steamer *Shanghai* left Antwerp on the 1st inst.

## POST-OFFICE NOTICES.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

The Postal Guide for 1891, revised to date will be found in the *Chronicle and Directory* p. XXVI. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Amoy, Hoihow, and Singapore.—Per *Siam*, to-day, the 20th inst., at 9.30 A.M.

For Swatow, Amoy, and Foochow.—Per *Haitan*, to-day, the 20th inst., at 10.30 A.M.

For Kobe and Yokohama.—Per *Pembrokeshire*, to-day, the 20th inst., at 10.30 A.M.

For Swatow and Shanghai.—Per *Ardgay*, to-day, the 20th inst., at 2.30 P.M.

For Macao.—Per *Heungshan*, to-day, the 20th inst., at 3.30 P.M.

For Sourabaya and Samarang.—Per *Tetartos*, to-day, the 20th inst., at 4.30 P.M.

For Hoihow and Haiphong.—Per *Presto*, to-day, the 20th inst., at 5.00 P.M.

For Bangkok.—Per *Loosok*, to-morrow, the 21st inst., at 9.30 A.M.

For Straits, Colombo, and Bombay.—Per *Pandora*, to-morrow, the 21st inst., at 11.30 A.M.

For Kobe, Yokohama, Victoria, B.C., and Portland.—Per *Batavia*, to-morrow, the 21st inst., at 4.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Ancona*, to-morrow, the 21st inst., at 5.00 P.M.

For Yokohama and San Francisco.—Per *China*, on Saturday, the 22nd inst., at 0.30 P.M.

For Straits and Bombay.—Per *Thibet*, on Saturday, the 29th inst., at 11.30 A.M.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ARRATOON APCAR, Brit. str., J. G. Spence—David Sassoon, Sons & Co.
ISABEL, Norw. bk., S. Hegge—Reuter, Bröckelmann & Co.
LYEEMOON, Ger. str., Heuermann—Siemssen & Co.
PANDORA, Austrian str., Mettel—David Sassoon, Sons & Co.
STANFIELD, Brit. bk., J. Clark—Captain.

## INTIMATIONS

AFONG, PHOTOGRAPHER Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.

IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.

STUDIO—ICE HOUSE LANE. [81

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JUST PUBLISHED.

ON CARDBOARD. PRICE $2.

A TABLE
OF THE
RATES OF EXCHANGE
AT HONGKONG
FOR DEMAND DRAFTS ON LONDON
ON THE DAYS OF OR PRECEDING THE DEPARTURE OF THE ENGLISH MAILS
From
1876 to 1891.

Published at the Hongkong Daily Press Office and to be had at the Booksellers.

Hongkong, 12th June, 1891. [144

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NOW READY

THE
CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, STRAITS, &c.,
FOR 1891,
With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-NINTH ANNUAL ISSUE),
COMPLETE, WITH APPENDIX, PLANS, &c., &c.,
Royal 8vo. p.p. 1,100 .....$5.00.
SMALLER EDITION, Royal 8vo. p.p. 760 ...$3.0.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and greatly enlarged. It is re-arranged on a New plan, much more convenient for reference, and is printed from New Type on thicker paper than last issue.

Orders may be sent to *Daily Press* Office, where it is published, or to any of the following Agents

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| HONGKONG | Messrs. F. Blackhead & Co. |
| HONGKONG | Mr. W. Brewer |
| HONGKONG | The Hongkong Trading Co. |
| HONGKONG | Messrs. Kelly & Walsh |
| HONGKONG | Messrs. Lane, Crawford & Co. |
| HONGKONG | Messrs. A. S. Watson & Co. |
| MACAO | Mr. A. A. da Cruz |
| AMOY | Mr. J. G. Götz |
| FORMOSA | Mr. J. G. Götz |
| FOOCHOW | Mr. H. W. Churchill |
| SHANGHAI | Hall & Holtz Co-operative Co. |
| SHANGHAI | Messrs. Kelly & Walsh |
| NORTHERN & RIVER PORTS | Hall & Holtz Co-operative Co. and Kelly & Walsh, Shanghai |
| NAGASAKI | Messrs. R. H. Powers & Co. |
| KOBE-OSAKA | Proprietors "Hyogo News" |
| YOKOHAMA | Messrs. Kelly & Walsh |
| TONKIN | Mr. H. Degenfeld |
| SAIGON | Messrs Kloss & Co. |
| BANGKOK | Messrs. Ramsay & Co. |
| SINGAPORE | Messrs. Kelly & Walsh |
| PENANG | Messrs. Maynard & Co. |
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| SYDNEY | Messrs. Gordon & Gotch |
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| LONDON | Messrs. Street & Co., 30 Cornhill |
| LONDON | Messrs. Bates, Hendy & Co. |
| LONDON | Mr. W. M. Wills, 151, Cannon St |
| PARIS | Mr. L. H. Richy, 66, Rue Lafayette |
| GERMANY | Messrs. Mahlau & Waldschmidt, Frankfort o/M. |
| SAN FRAN'CO. | Mr. L. P. Fisher, 21, Merchants' Exchange |
| NEW YORK | Mr. A. Wind, 21, Park Row |

*Daily Press Office, January, 1891*

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Ashton, will be despatched for the above Ports TO-DAY, the 20th inst., at NOON.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 19th August, 1891. [1956

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FOR SHANGHAI VIA SWATOW.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW & PORTS in the YANGTSZE.)

THE Steamship

"ARDGAY,"

Captain Thom, will be despatched as above TO-DAY, the 20th instant, at 8 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, 18th August, 1891. [1958

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"SHIRE" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"PEMBROKESHIRE,"

Captain Brown, will be despatched as above TO-DAY, the 20th inst.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 13th August, 1891. [1925

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FOR BANGKOK DIRECT.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer

"LOO SOK,"

Captain A. Benson, will be despatched for the above Port TO MORROW, the 21st instant, at 10 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 18th August, 1891. [1957

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AUSTRO-HUNGARIAN LLOYDS' STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HODEIDAH, MASSOWAH, SUAKIM, JEDDA, SUEZ, PORT SAID, BRINDISI
TRIESTE, VENICE, AND FIUME.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

THE Company's Steamship

"PANDORA,"

Captain G. Mettel, will be despatched as above TO-MORROW, the 21st inst., at NOON.

Cargo will not be received on Board after 5 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.

Hongkong, 7th August, 1891. [5

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FOR HOIHOW, SAIGON, SINGAPORE, BATAVIA, SAMARANG, AND SOURABAYA.

THE Steamship

"BANTAM,"

Captain Van der Valk, will be despatched as above on or about the 21st inst.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th August, 1891. [1947

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STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA,"

Captain W. D. Mudie, will leave for the above Places on SATURDAY, the 22nd instant, at DAYLIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 11th August, 1891. [1

## VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship

"TITAN,"

Captain Brown, will be despatched as above on SATURDAY, the 22nd inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th August, 1891. [1951

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THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"KINTUCK,"

W. S. Thomson, Commander, will be despatched as above on or about the 22nd inst.

For Freight, etc., apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 9th August, 1891. [1885

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NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE Norwegian Steamship

"MARIE,"

Captain Schjött, will leave for the above port on or about TUESDAY, the 25th instant.

For Freight apply to
MELCHERS & Co.,
Agents.

Hongkong, 10th August, 1891. [1898

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FOR NEW YORK VIA SUEZ.

THE Steamship

"MACDUFF,"

Captain Porter, will sail on the 28th instant.

For Freight, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 7th August, 1891. [662

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OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TEUCER,"

Captain Riley, will be despatched as above on FRIDAY, the 28th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th August, 1891. [1819

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STEAM TO STRAITS AND BOMBAY.
Calling at COLOMBO if sufficient inducement offers.

THE P. & O. S. N. Co.'s Steamship

"THIBET,"

Captain L. M. Wibmer, R.N.R., will leave for the above places on SATURDAY, the 29th inst., at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 19th August, 1891. [1961

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"GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENOGLE,"

Captain Duke, will be despatched as above on or about the 29th inst.

This steamer has superior accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 18th August, 1891. [1948

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STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PENINSULAR," Captain A. C. Loggin, with Her Majesty's Mails, will be despatched from this for LONDON VIA COLOMBO, SUEZ CANAL, and MARSEILLES, on THURSDAY, the 20th August, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.

Hongkong, 11th August, 1891. [1

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OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|---|---|---|
| BELGIC | THURSDAY | Sept. 3 |
| OCEANIC | SATURDAY | Sept. 26 |
| GAELIC | TUESDAY | Oct. 20 |

THE Steamship "BELGIC" will be despatched for SAN FRANCISCO, *via* YOKOHAMA and HONOLULU, on THURSDAY, SEPTEMBER 3rd, at ONE P.M., Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
FROM HONGKONG FIRST CLASS.

| | |
|---|---|
| To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. | $225.00 |
| To Liverpool and London | $325.00 |
| To Paris and Bremen | $345.00 |
| To Havre and Hamburg | $335.00 |

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

| | |
|---|---|
| 4 months | $337.50 |
| 12 " | $ 93.75 |

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 13th August, 1891. [4

## VESSELS ADVERTISED AS LOADING.

| DESTINATION. | VESSEL'S NAME. | FLAG & RIG. | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESPATCHED. |
|---|---|---|---|---|---|
| LONDON, &c., VIA SUEZ CANAL | Peninsular | Brit. str. | Loggin | P. & O. S. N. Co. | To-day, at Noon. |
| LONDON | Kintuck | Brit. str. | Thomson | Arnhold, Karberg & Co. | On or about 22nd inst. |
| LONDON, VIA SUEZ CANAL | Teucer | Brit. str. | Riley | Butterfield & Swire | On 28th inst. |
| LONDON VIA SUEZ CANAL | Glenogle | Brit. str. | Duke | Jardine, Matheson & Co. | On or about 29th inst. |
| BREMEN & PORTS OF CALL | Preussen | Ger. str. | Reimkasten | Melchers & Co. | On 29th inst., at 3 P.M. |
| MARSEILLES VIA SAIGON, &c. | Melbourne | Fr. str. | Bevilaqua | Messageries Maritimes | On 26th inst., at Noon. |
| VANCOUVER, VIA S'HAI., &c. | Empress of China | Brit. str. | Tillett | Dodwell, Carlill & Co. | On 1st Sept., at Noon. |
| HAVRE, LONDON, H'BURG, &c. | Radnorshire | Brit. str. | | Dodwell, Carlill & Co. | On 27th inst. |
| SAN FRANCISCO VIA Y'HAMA, &c. | China | Amer. str. | | P. M. S. S. Co. | On 22nd inst. |
| SAN FRANCISCO VIA Y'HAMA, &c. | Belgic | Brit. str. | | O. & O. S. S. Co. | On 3rd Sept., at 1 P.M. |
| SAN FRANCISCO | Marie | Nor. str. | Schjött | Melchers & Co. | On or about 25th inst. |
| SAN FRANCISCO | Portland Lloyds | Amer. bk. | Forbes | Melchers & Co. | Quick despatch. |
| HAMBURG | Jessonda | Ger. bk. | Oesselmann | Melchers & Co. | Quick despatch. |
| NEW YORK VIA SUEZ | Macduff | Brit. str. | Porter | Dodwell, Carlill & Co. | On 28th inst. |
| NEW YORK | Xenia | Amer. bk. | Smith | Siemssen & Co. | Quick despatch. |
| NEW YORK | Carl Friedrich | Ger. sh. | Frohlich | Siemssen & Co. | Quick despatch. |
| NEW YORK | Harvard | Amer. bk. | Colcord | Reuter, Brockelmann & Co. | Quick despatch. |
| NEW YORK | Isabel | Nor. bk. | Hegge | Reuter, Brockelmann & Co. | Quick despatch. |
| NEW YORK | Nancy Pendleton | Amer. sh. | Pendleton | Siemssen & Co. | Quick despatch. |
| NEW YORK | Else | Ger. sh. | Pflieger | Siemssen & Co. | Quick despatch. |
| VICTORIA, B.C., & P'LAND, &c. | Batavia | Brit. str. | Hill | Gibb, Livingston & Co. | To-morrow, at 4 P.M. |
| SYDNEY, MELBOURNE, &c. | Menmuir | Brit. str. | Craig | Gibb, Livingston & Co. | On 4th prox., at 4 P.M. |
| KOBE & YOKOHAMA | Pembrokeshire | Brit. str. | Brown | Dodwell, Carlill & Co. | To-day. |
| YOKOHAMA, N'SAKI, & KOBE | Ancona | Brit. str. | Mudie | P. & O. S. N. Co. | On 22nd inst., daylight. |
| BANGKOK DIRECT | Loo Sok | Brit. str. | Benson | Yuen Fat Hong | To-morrow, at 10 A.M. |
| STRAITS & BOMBAY | Thibet | Brit. str. | Wibmer | P. & O. S. N. Co. | On 29th inst., at Noon. |
| SINGAPORE, PENANG, &c. | Pandora | Austro. str. | Mettel | David Sassoon, Sons & Co. | To-morrow, at Noon. |
| SINGAPORE, PENANG, &c. | Chelydra | Brit. str. | Cass | Jardine, Matheson & Co. | On 25th inst., at Noon. |
| SHANGHAI VIA AMOY | Titan | Brit. str. | Brown | Butterfield & Swire | On 22nd inst. |
| SHANGHAI VIA SWATOW | Ardgay | Brit. str. | Thom | Jardine, Matheson & Co. | To-day, at 8 P.M. |
| SHANGHAI | Amoy | Ger. str. | Lehmann | Siemssen & Co | To-day, at 4 P.M. |
| SWATOW, AMOY, & FOOCHOW | Haitan | Brit. str. | Ashton | Douglas Lapraik & Co. | To-day, at Noon. |
| HOIHOW, SAIGON, &c. | Bantam | Dut. str. | Van der Valk | Jardine, Matheson & Co. | On or about 21st inst. |

## VESSELS ON THE BERTH

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|---|---|---|
| CHINA | SATURDAY | Aug. 22 |
| CITY OF PEKING | TUESDAY | Sept. 15 |
| CITY OF RIO DE JANEIRO | THURSDAY | Oct. 8 |

THE U. S. Mail Steamer "CHINA" will be despatched for SAN FRANCISCO VIA YOKOHAMA, on SATURDAY, the 22nd AUGUST, taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

| | |
|---|---|
| To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. | $225.00 |
| To Liverpool and London | $325.00 |
| To Paris and Bremen | $345.00 |
| To Havre and Hamburg | $335.00 |

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued as following rates:—

| | |
|---|---|
| 4 months | $337.50 |
| 12 " | $393.75 |

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 31st July, 1891. [3

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COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, AND BORDEAUX

ON WEDNESDAY, the 26th August, 1891, at Noon, the Company's Steamship "MELBOURNE," Commandant Bevilaqua, with Mails, Passengers, Specie, and Cargo, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 25th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 14th August, 1891. [2

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NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON SATURDAY, the 29th day of AUGUST, 1891, at 3 P.M., the Company's Steamship "PREUSSEN," Captain W. Reimkasten, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till 5 P.M. on the 28th. Cargo will be received on Board until 10 A.M. on the 29th, Specie and Parcels until 5 P.M. on the 28th August. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation, and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 3rd August, 1891. [7

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FOR SAN FRANCISCO.

THE 3/3 A. I. I. American Bark

"PORTLAND LLOYDS,"

A. T. Forbes, Master, will load here for the above Port, and will have quick despatch.

For Freight apply to
MELCHERS & Co.,
Agents.

Hongkong, 22nd July, 1891. [1749

## VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY'S
ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

| | | |
|---|---|---|
| EMPRESS OF CHINA | Tuesday | 1st Sept. |
| EMPRESS OF INDIA | Tuesday | 22nd Sept. |
| EMPRESS OF JAPAN | Tuesday | 13th Oct. |

THE R. M. S.

"EMPRESS OF CHINA,"

5,700 tons, Capt. Alex. Tillett, R.N.R., sailing at NOON, on TUESDAY, the 1st SEPTEMBER, with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

| TO | One Way Fares | Prepaid Return 4 Mos. | Prepaid Return 12 Mos. |
|---|---|---|---|
| Vancouver, Victoria, Esquimault, New Westminster, B.C. | 225 | 339 | 394 |
| Port Townsend, Seattle, Tacoma, Wash | | | |
| Portland, Ore., San Francisco | | | |
| Banff, Calgarry, Alba | 255 | 383 | 487 |
| Winnipeg, Man | 275 | 413 | 482 |
| To Minneapolis, St. Paul, Duluth, Minn | 285 | 428 | 499 |
| Chicago, Ill., Kansas City, St Louis, Mo | 295 | 443 | 517 |
| Milwaukee, Wis | | | |
| Detroit, Mich., Cincinnati, Cleveland, Columbus, O. | 305 | 45[illegible] | 534 |
| Hamilton, London, Toronto, Ont. | | | |
| Buffalo, Niagara Falls, N.Y. | | | |
| Kingston, Ottawa, Ont., Montreal, Quebec, Que. | | | |
| New York, Albany, Troy, Rochester, N.Y. | 310 | 465 | 543 |
| Baltimore, Md., Philadelphia, Pittsburg, Pa. | | | |
| Washington, D.C., Boston, Mass., Portland, Me. | | | |
| Halifax, N.S., St. John, N.B. | | | |
| Liverpool and London via Liverpool | 325 | 575 | 650 |
| Paris, via Liverpool and London | 345 | not issued | |
| Havre, via Liverpool | 335 | | |
| Bremen, " | 345 | | |
| Hamburg, " | 335 | | |

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark Passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Points.

CONSULAR INVOICES of Goods for United States Points should be in quadruplicate; and no copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, C. P. R., Vancouver, B.C.

PARCELS must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage and Freight, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 18th August, 1891. [8

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FOR HAMBURG.
With option to Call at HAVRE or LONDON.

THE 3 A. I. German Bark

"JESSONDA,"

Captain A. Oesselmann, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
MELCHERS & Co.

Hongkong, 5th August, 1891. [1861

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FOR NEW YORK.

THE 3/3 A I I. American Bark

"XENIA,"

Captain F. D. Smith, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, 13th July, 1891. [1686

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FOR NEW YORK.

THE 3/3 L. I. I. Norwegian Barque

"ISABEL,"

Hegge, Master, will load here for the above port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & Co.

Hongkong, 7th August, 1891. [1878

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FOR NEW YORK.

THE 3/3 L. I. I. German Ship

"CARL FRIEDRICH,"

Capt. Frohlich, will load here for the above Port and will have quick despatch.

For Freight apply to
SIEMSSEN & Co.

Hongkong, 16th July, 1891. [1708

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FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"NANCY PENDLETON,"

Captain F. G. Pendleton, shortly expected, will load for the above port, and have quick despatch.

For Freight apply to
SIEMSSEN & Co.

Hongkong, 11th August, 1891. [1904

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FOR NEW YORK.

THE 3/3 L. I. I. American Barque

"HARVARD,"

Colcord, Master, will load here for the above port, and will have quick despatch.

For Freight apply to
REUTER, BROCKELMANN & Co.

Hongkong, 7th August, 1891. [1877

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FOR NEW YORK.

THE 3/3 L. I. I. German Ship

"ELSE,"

Captain Pflieger, will load for the above port, and have quick despatch.

For Freight apply to
SIEMSSEN & Co.

Hongkong, 11th August, 1891. [1905

## NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"AGLAIA,"

Captain E. Christiansen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, 13th August, 1891. [1926

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GLEN LINE OF STEAM PACKETS.

FROM ANTWERP AND LONDON.

THE Steamship

"GLENARTNEY,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Cargo remaining undelivered after the 22nd instant will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 28th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 15th August, 1891. [1937

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OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 17th inst.

Goods undelivered after the 23rd instant will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 24th inst.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th August, 1891. [1927

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TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "PROMETHEUS," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 21st inst., for shipment per steamer "TITAN."

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th August, 1891. [1927

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"UNION" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "YORKSHIRE."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 19th August, 1891. [1963

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"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PEMBROKESHIRE."

FROM ANTWERP, HAMBURG, LONDON, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 19th August, 1891. [1925

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"CHELYDRA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 20th instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th August, 1891. [1962

## SHIPPING IN PORT.

### HONGKONG.

STEAMERS.

- Amoy, German str., 815, Lehmann, Aug. 19, Siemssen & Co., for Shanghai
- Ancona, British str., 1,889, W. Mudie, Aug. 18, P. & O. S. N. Co., for Japan
- Ardgay, British str., 1,081, J. Thom, Aug. 19, Jardine, Matheson & Co.
- Batavia, British str., 2,312, Williamson, Aug. 13, Dodwell, Carlill & Co
- Cheang Hock Kian, Brit. str., 935, H. Dinsdale, Aug. 16, Chinese
- Chelydra, British str., 1,574, B. Cass, Aug. 18, Jardine, Matheson & Co., for Straits
- China, Amr. str., 5,200, Seabury, Aug. 9, P. M. S. S. Co., for San Francisco
- Danters, German str., 1,197, W. Dinse, Aug. 18, Chinese
- Fatshan, British str., 1,425, H. C. & M. Steamboat Co., for Canton
- Hailoong, British str., 786, J. Roach, Aug. 4, Douglas Lapraik & Co., for Tamsui
- Haitan, British str., 1,183, S. Ashton, Aug. 18, Douglas Lapraik & Co., for Coast Ports
- Hankow, British str., 2,235, Lloyd, Butterfield & Swire, for Canton
- Heungshan, British str., 1,054, Brock, June 20, H. C. & M. Steamboat Co., for Macao
- Hosam, British str., 1,314, G. B. Lefsaour, H. C. & M. Steamboat Co., for Canton
- Kiangkwan, Chi. str., 1,030, Knights, Mar. 12, C. M. S. N. Co., for Canton
- Kinkiang, British str., 1,061, W. E. Clarke, H. C. & M. Steamboat Co.
- Kiungchow, British str., 238, A. Cruickshank, H. C. & M. Steamboat Co.
- Loo Sok, British str., 1,020, A. Benson, Aug. 16, Yuen Fat Hong, for Bangkok
- Lyeemoon, Ger. str., 1,238, Heuermann, Aug. 14, Siemssen & Co., for Shanghai
- Marie, Norw. str., 1,820, Schjoth, Aug. 19, Douglas Lapraik & Co.
- Martha, German str., 1,650, Ahrenkiel, Aug. 18, Wieler & Co.
- Mongkut, British str., 859, Anderson, Aug. 12, Butterfield & Swire
- Pandora, Austrian str., 1,781, Mettel, Aug. 13, David Sassoon, Sons & Co., for Bombay
- Pasig, British str., 284, Chinese, for Canton
- Pembrokeshire, Brit. str., 1,715, Brown, Aug. 18, Dodwell, Carlill & Co., for Kobe & Y'hama
- Peninsular, Brit. str., 2,711, Loggin, Aug. 18, P. & O. S. N. Co., for Europe
- Phra Chom Klao, British str., 1,011, Fowler, Aug. 17, Wee Koo
- Pilot Fish, British str., 117, Stopani, H. & W. Dock Co.
- Powan, British str., 1,842, S. W. Goggin, H. C. & M. Steamboat Co., for Canton
- Presto, German str., 655, J. Jessen, Aug. 17, Chinese
- Riversdale, Brit. str., 1,311, Mooney, Aug. 17, Mitsu Bishi Colliery
- Siam, British str., 992, J. M. Tulloch, Aug. 18, Chinese
- Tai On, British str., 769, Gololouski, April 21, Chinese, for Canton
- Tetartos, German str., 1,576, Breitung, Aug. 13, Siemssen & Co.
- Thibet, British str., 1,865, Wibmer, Aug. 16, P. & O. S. N. Co., for Bombay
- Titan, British str., 1,335, B. J. Brown, Aug. 19, Butterfield & Swire, for Shanghai
- Triumph, German str., 674, J. Bruhn, Aug. 16, Ed. Schellhass & Co.
- Yorkshire, British str., 1,426, Arnold, Aug. 18, Dodwell, Carlill & Co.

SAILING VESSELS.

- Altair, British bark, 399, S. Monro, Aug. 1, Wieler & Co.
- Amphitrite, Brit. sh., 1,685, Anderson, July 21, Wieler & Co.
- Carl Friedrich, Ger. sh., 2,040, Frohlich, July 6, Siemssen & Co., for New York
- Canara, British ship, 1,548, Dexter, July 21, Carlowitz & Co., for New York
- Don Justo, Am. bark, 708, B. Nielson, Apr. 2, Captain
- Else, German ship, 1,375, Th. Pflieger, Aug. 5, Siemssen & Co.
- Hans, German sch., 120, Hansen, Dec. 2, Blackhead & Co.
- Isabel, Nor. bark, 1,260, S. Hegge, Aug. 18, Reuter, Brockelmann & Co., for New York
- Jessonda, German bark, 893, Oesselmann, July 29, Melchers & Co., for Hamburg
- Kitty, British bark, 803, Wilson, July 21, Order
- Maria, Spanish sch., 51, Francisco Olvaro, July 9, Master
- Minnie G. Whitney, Brit. bark, 1,221, Smith, June 18, Reuter, Brockelmann & Co., for New York
- Portland Lloyds, Amr. sh., 1,180, Forbes, July 13, Melchers & Co., for San Francisco
- Stanfield, British bark, 590, J. Clark, July 3, Wieler & Co.
- Xenia, Amr. bark, 1,136, F. D. Smith, July 8, Siemssen & Co., for New York

### AMOY.

In Port on 11th August, 1891.

- Anna Bertha, Ger. bark, 469, Nielson, Aug. 6, Pasedag & Co
- Contest, British bark, 486, Soderman, Aug. 6, Pasedag & Co.
- Formosa, British str., 674, Hall, Aug. 11, Francis Cass
- Hokion, Siam. 3-m. sch., 203, Legain, July 25, Chinese
- Namchow, British str., 1,109, Colonne, Aug. 9, K. Phee Chun & Co
- Thales, British str., 820, Hunter, Aug. 11, Francis Cass

### FOOCHOW.

In Port on 8th August, 1891.

- Chingtu, British str., 1,459, A. Hunt, Aug. 3, Butterfield & Swire
- Chintung, Chinese str., 907, Winsor, Aug. 4, C. M. S. N. Co
- Namoa, British str., 862, Goddard, Aug. 7, Jardine, Matheson & Co

### SHANGHAI.

In Port on 15th August, 1891.

- Ashington, German str., 809, C. Ziadel, Aug. 12, Siemssen & Co.
- Canton, British str., 1,110, Sclar, Aug. 14, Jardine, Matheson & Co
- Centurion, Brit. ship, 1,704, Forsyth, July 22, Gibb, Livingston & Co
- Charon W. ttana, Siamese bark, 565, Aug. 11, Order
- Chas. S. Whitney, Br. sh., 1,651, Carey, July 16, Reuter, Brockelmann & Co.
- Chusan, German str., 823, W. Wendt, Aug. 12, C. M. S. N. Co.
- Crown of Arragon, British str., 1,486, Dorward, Aug. 8, Evans, Pugh & Co.
- Exe, British str., 1,996, J. Watson, Aug. 16, Dodwell, Carlill & Co
- Florida, British str., 2,049, D. Young, Aug. 8, Jardine, Matheson & Co
- G. H. Wappus, Brit. bk., 533, Hansson, Aug. 10, Nils Moller
- Hae-shin, Chinese str., 617, Wells, Aug. 13, C. M. S. N. Co
- Hoihow, British str., 861, W. Sloss, Aug. 10, Butterfield & Swire
- Hsin-yu, Chinese str., 874, Lancaster, Aug. 11, C. M. S. N. Co
- Katahdin, British bark, 1,145, Crossby, July 29, C. & J. Trading Co
- Malwa, British str., 1,694, Preston, July 22, P. & O. S. N. Co.
- Meefoo, Chinese str., 1,284, Lunt, July 23, C. M. S. N. Co
- Melbourne, Fren. str., 2,873, Bevilaqua, Aug. 7, Messageries Maritimes
- Naupactus, British ship, 1,399, Lovitt, June 29, C. & J. Trading Co
- Nierstein, German str., 781, Kannewag, Aug. 12, Hopkins, Dunn & Co
- Olga, Amr. sch., 474, Atwood, Aug. 1, Jardine, Matheson & Co
- Peninsular, British str., 2,711, Loggin, Aug. 6, P. & O. S. N. Co
- Preussen, Ger. str., 2,572, Reimkasten, Aug. 11, Melchers & Co
- Ruskin, British str., 1,553, Kent, Aug. 8, Order
- Satsuma, British bark, 334, Suenson, Aug. 13, Morris & Co
- Sea Swallow, Brit. bark, 332, Maher, Aug. 10, Hopkins, Dunn & Co
- Soochow, British str., 999, Quail, Aug. 9, Butterfield & Swire
- State of Maine, Amr. sh., 1,467, Curtis, Aug. 14, Jardine, Matheson & Co
- Taiyuan, British str., 1,568, Nelson, Aug. 13, Butterfield & Swire
- Telemachus, Brit. str., 1,397, H. Jones, Aug. 12, Butterfield & Swire
- Teucer, British str., 1,105, Jas. Riley, Aug. 13, Butterfield & Swire
- Tsukushi Maru, Jap. str., 636, J. Will, Aug. 13, Mitsui Bussan Kisshia
- Tungchow, British str., 952, Whittle, Aug. 13, Butterfield & Swire
- Wenchow, British str., 560, Binns, Aug. 14, Butterfield & Swire

## SHIPPING IN PORT.

### NAGASAKI.

In Port on 12th August, 1891.

- Augustus, German str., 858, Aulin, Aug. 6, C. E. Boeddinghaus
- Fuyo, Japanese str., 858, Eden, Mar. 16, Mitsui Bishi Colliery
- Kintuck, British str., 2,312, Thomson, Aug. 5, Holme, Ringer & Co
- Kosaki-maru, Barge, 400, Christensen, Nippon Yusen Kaisha
- Kristina Nilsson, Ger. bg., 280, Boysen, Aug. 7, Chinese
- Kumamoto Maru, Jap. str., 1,240, B. Pender, Mar. 9, Nippon Yusen Kaisha
- Rio, German str., 1,188, Ulderup, Aug. 5, C. E. Boeddinghaus
- Santiago, British bark, 954, Thomas, Aug. 16, C. & J. Trading Co

### KOBE.

In Port on 4th August, 1891.

- Ashington, German str., 809, Zindel, July 29, Simon, Evers & Co
- Batavia, British str., 2,550, J. B. Hill, Aug. 1, F. Upton
- Gilcrux, British ship, 2,239, Dixon, July 24, C. & J. Trading Co
- Gloaming, British ship 1,449, Putnam, July 31, Delacampo & Co
- Granite State, Amr. sh., 1,620, Barstow, June 19, C. & J. Trading Co
- Kintuck, British str., 2,312, Thomson, July 31, W. M. Strachan & Co
- Marquis of Lorne, British bark, 1,143, Vickery, June 23, C. & J. Trading Co
- Mongkut, British str., 858, Anderson, July 23, Butterfield & Swire
- Patagonia, British bk., 1,198, Hibbert, July 31, Mourilyan, Heimann & Co
- Senator, British ship, 1,474, Ellis, June 24, C. & J. Trading Co
- Yechigo-maru, Jap. str., 712, Matsumoto, Aug. 1, Nippon Yusen Kaisha

### YOKOHAMA.

In Port on 1st August, 1891.

- Baring Brothers, Amr. ship, 2,090, Murphy, June 28, C. & J. Trading Co
- Benj. Sewall, Amr. sh., 1,362, Sewall, July 25, C. P. M. S. S. Co
- Daphne, German str., 1,394, T. Voss, July 17, Simon, Evers & Co
- Dundrennan, Brit. ship, 1,891, Palmer, July 14, C. & J. Trading Co
- Esmeralda, Brit. sch., 148, Harrison, July 24, Jardine, Matheson & Co
- Helene Rickmers, Ger. str., 2,007, Hess, July 31, Samuel, Samuel & Co
- Herman Wedel Jarlsberg, Nor. str., 1,958, N. Henge, July 31, H. Ahrens & Co., Nachf.
- Kobe Maru, Jap. str., 1,358, Haswell, July 31, Nippon Yusen Kaisha
- Macduff, British str., 1,832, Porter, July 31, Dodwell, Carlill & Co
- Melbourne, Fr. str., 2,033, Bevilaqua, July 31, Messageries Maritimes
- Radnorshire, Brit. str., 1,389, Davies, July 30, Samuel, Samuel & Co
- Santa Clara, Amr. ship, 1,474, Fuller, June 26, Fraser, Farley & Co
- St. George, British st.-yoht., 310, Fulton, July 30

### BANGKOK.

In Port on 1st August, 1891.

- Aurora, British bark, 295, Bernit, Nov. 3, Hock Poh
- Queen of England, Capt. Spencer, July 25.

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### HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

- Alacrity, d.-s. steel despatch boat, 4 guns, 3,150 h.p., Com. C. A. Adair, at Yokohama
- Archer, cruiser, 6 guns, 3,500 h.p., Coml. J. Ferris, at Hakodate
- Caroline, cruiser, 14 guns, 1,440 h.p., Capt. Wm. R. Clutterbuck, at Hankow
- Egeria, surveying ship, Coml. A. M. Field, at Sandakan
- Esk, double-screw gunboat, 3 guns, 340 h.p., in reserve, at Hongkong
- Firebrand, composite gunboat, 4 guns, 460 h.p., Lieut. O. J. Baker, at Newchwang.
- Hyacinth, cruiser, 8 guns, 1,190 h.p., Capt. R. W. Craigie, at Singapore
- Imperieuse, d.-s. cruiser, 10 guns, 10,000 h.p., Capt. Edmund S. Poe, at Yokohama
- Leander, cruiser, 10 guns, 5,500 h.p., Capt. Burges Watson, at Yokohama
- Linnet, gunboat, 3 guns, 1,050 h.p., Com. V. D. Tisdall, at Chinkiang
- Mercury, cruiser, 13 guns, 7,390 h.p., Capt. Chas. J. Balfour, at Yokohama
- Peacock, gunboat, 6 guns, Lieut.-Comd. Ingram, at Wuhu
- Pigmy, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. Hewett, at Hongkong
- Plover, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. L. K. Bell, at Hongkong
- Porpoise, steel torpedo cruiser, 6 guns, 3,500 h.p., Com. R. W. White, at Yokohama
- Rattler, composite g.-bt., 6 guns, 1,200 h.p., Lieut.-Com. J. G. Haugh, at Sandakan
- Redpole, gunboat, 3 guns, 1,200 h.p., Lieut.-Com. Freeman, at Shanghai
- Severn, cruiser, 12 guns, 6,000 h.p., Capt. W. H. Hall, at Yokohama
- Solent, torpedo-mining launch, at Hongkong
- Swift, double-screw g.-v., 2 guns, 1,010 h.p., Com. Hon. R. Bingham, at Hankow
- Tweed, double-screw gun-vessel, 3 guns, 340 h.p., in reserve, at Hongkong
- Victor Emanuel, receiving ship, 20 guns, Commodore E. J. Church, at Hongkong
- Wivern, turret ironclad, 4, 1,450, in reserve, at Hongkong.

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### FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

- Admiral Kornilow, Russian cruiser, Capt. Aledasieff, at Vladivostock
- Alexandrine, German cruiser, Capt. Schneider, at Nanking
- Alliance, Amr. corv., Comd. Felix McCarley, at Japan
- Aspic, French gunboat, 4 guns, Capt. Journet, at Wuhu
- Bobre, Russian cruiser, 13 guns, 1,100 h.p., Capt. Boyle, at Vladivostock
- Comete, French gunboat, Lieut. Martel, at Haiphong
- Diu, Portuguese g.-bt., 6 guns, 700 h.p., Captain M. A. Gomes, at Macao
- Djigit, Russian corvette, Capt. Felkersam, at Vladivostock
- Iltis, German gunboat, 4 guns, 4,340 h.p., Capt. Ascher, at Chefoo
- Inconstant, French gunboat, Capt. Jonquieres, at Wuhu
- Koreets, Russian gunboat, Capt. Filisoff, at Shanghai
- Krayser, Russian corvette, 6 guns, 1,205 h.p., Capt. Rojestwensky, at Vladivostock
- Leipsic, German cruiser, Captain Rottger, at Nanking
- Lutin, French g.-bt., Com. Nenny, at Bangkok
- Mandjur, Russian cruiser, 7 guns, Comdr. Kasi, at Hankow
- Monocacy, Amr. gun-vessel, 6 guns, Com. M. L. Johnson, at Yokohama
- Nayesdnik, Russian cruiser, 9 guns, 253 h.p., Capt. Zarine, at Vladivostock
- Palos, Amr. gunboat, 6 guns, 500 h.p., Lieut.-Com. J. Marthon, at Foochow
- Pamiat Azova, Russian cruiser, Capt. Lomen, at Vladivostock
- Parseval, French cruiser, Capt. Fourest, at Japan
- Pluvier, French g.-bt., Capt. Lapad, at Hongkong
- Reina Cristina, Spanish cruiser, Capt. Inglisias, at Manila
- Sivontch, Russian cruiser, 13 guns, Capt. A. Plaskin, at Amoy
- Sophie, German cruiser, Captain Herbing, at Nanking
- Swatara, Amr. corvette, Com. P. H. Cooper, at Yokohama
- Triomphante, French frigate, Capt. Cornulier Lucinier, at Shanghai
- Velasco, Spanish cruiser, 4 guns, Capt. Jose Fernandez, at Shanghai
- Villars, French cruiser, Captain Thounens, at Foochow
- Vipere, French gunboat, 4 guns, 100 h.p., Capt. Constolle, at Shanghai
- Vladimir Monomach, Russian cruiser, Captain Doubassoff, at Vladivostock
- Volturno, Italian cruiser, Comd. Roych, at Shanghai
- Vostock, Rus. g.-bt., 1 guns, Com. Molchousky, at Vladivostock.
- Wolf, German gunboat, 2 guns, 340 h.p., Lieut.-Com. Hellhoff, at Shanghai

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HONGKONG, THURSDAY, AUGUST 20TH, 1891.

### *THE CENSUS REPORT.*

The Registrar-General is to be congratulated on the very able and exhaustive summary of the census returns given in his report laid on the table of the Legislative Council on Monday. The gross figures of the population had already been published, showing an increase during the last ten years greater than even the most sanguine had expected. Mr. Lockhart's report now places us in possession of the details. One of the most satisfactory features of the census is the large increase in the resident British population, which has grown from 785 in 1881 to 1,448 in 1891, equivalent to an increase of 84.46 per cent. Turning to the table giving the details we find that the men have increased from 336 to 795, the women from 161 to 300, boys from 144 to 159, and girls from 144 to 194. In the eighth paragraph of his report Mr. Lockhart speaks of the increase of family life, but as will be seen, this increase does not progress in the same ratio as the population. In 1881 there were in the British community 47 women to every hundred men; in 1891 there are only 37 to every 100. It would have shown a healthier state of affairs from a moral and social point of view had the female population progressed *pari passu* with the male or at a more rapid rate. If we take the whole of the European and American resident population, including the Portuguese, we find that while in 1881 there were 82 women to every 100 men, the proportion in 1891 has fallen to 71. In the Portuguese community the proportion has remained stationary at 136 women to every hundred men. We find it very difficult to credit the statement that there has been a marked falling off in the Portuguese juvenile population, and should be inclined to think that the apparent decrease is due to some error in the returns of the previous census or of the present one, vitiating the comparison. Portuguese men have increased from 384 in 1881 to 563 in 1891, and women from 521 to 767. An increase of this kind in the adult population in itself supplies a *prima facie* negative to the idea of a decrease in the juvenile population, and ordinary observation confirms it. Excluding the Portuguese, there has been an increase in the juvenile population of 141, namely, from 873 to 514; the principal increase is in the British.

Turning to the figures of the Chinese population it is satisfactory to note that there has been an improvement, though a small one, in the relative proportions of the sexes. In 1881 there were 30 women to every hundred men; the last census shows that the proportion has risen to 31. In 1871 the proportion of women to men was as 28 to 100 and in 1861 twenty-six. These figures show that the improvement, although remarkably slow, has been steady and continuous. In the boat population the proportion of women to men is higher than amongst the land population, being at the present time nearly as one to two. One of the returns attached to Mr. Lockhart's report gives the occupations of the Chinese residents, and would be extremely interesting, if it were reliable, as showing in what lines the principal increase in the population has taken place. Comparing it, however, with the corresponding return attached to the census report of 1881, we find so many discrepancies as to render the comparison almost valueless except as to a few of the leading trades which do not admit of variation in their description. In the 1891 return, for instance, we find 1,656 accountants entered, whereas in the 1881 return there is no such occupation given, the accountants presumably being entered under the head of clerks, whose number was given as 2,849, while the number of clerks entered in the present return is only 1,296. Bankers have decreased from 55 to 28, which is possibly to be accounted for partly by a decrease in foreign banking business owing to the falling-off in the emigration to Australia and America, partly by the existing financial depression, and partly by Chinese business passing into the hands of the foreign banks. But though the increased population may get on with a fewer number of bankers it requires more barbers, the number of persons following this craft having risen from 1,198 to 1,907. Blacksmiths have risen from 708 to 1,046; boiler menders, who did not figure at all in the 1881 return, are put down at 1,229; and engineers have risen from 121 to 901. Braziers have also increased from 455 to 1,127. Turning to occupations connected with building we find there are now 74 building contractors as compared with 42 in 1881; carpenters have increased from 2,923 to 5,585; of bricklayers, who are not separately entered in the 1881 return, there are 1,751; of overseers of works, also not entered in the 1881 return, there are 91; of stonecutters there are 2,927 as against 1,439 in 1881; masons have decreased from 542 to 173; while painters show an increase from 518 to 1,071, and plumbers from 17 to 92. The entry under the head of coolies, which in 1881 was only 6,473, is now 17,581, and there are in addition 1,126 chair coolies, for whom there was no entry in the 1881 return. The medical profession seems to have sailed along merrily in the good times, the number of doctors having risen from 333 to 463, besides which there are 22 apothecaries and 3 surgeons; and druggists now number 603 as against 243 in 1881. There appear to have been no farmers in 1881, if we are to take the return for that year as an authority, but there are now 886, and 58 gardeners as against 62 in 1881. Hawkers have increased from 2,118 to 5,661. Merchants, who were not separately entered in 1881, are now put down as numbering 1,968, and shopmen have increased from 5,369 to 15,222. Seamen have increased from 2,082 to 3,283, while servants, the next in the list, show a decrease from 16,428 to 6,850; there must evidently be a mistake here, either in the 1881 return or the present one, for with the great increase in the general population it is certain there must have been an increase also in the number of servants. Tailors have increased in number from 1,857 to 3,468, and most of the smaller industries show a satisfactory expansion.

Mr. Lockhart, in his desire to make his report exhibit as fully as possible the progress of the Colony for the last ten years, has included returns showing the amount of the assessment in Victoria and the villages from 1881 up to the present time. In the former year the city of Victoria was assessed at $1,931,577, which amount steadily advanced until in 1890 it reached $3,338,840. The assessment for the present year is $3,280,303, the falling-off of $58 000 being due to the decline in rents which has taken place, although it appears the number of unoccupied houses is less now than it was last year. Very contradictory statements having been made at various times as to the number of unoccupied houses the return giving accurate information on this point for the last ten years is both useful and interesting. The year in which there was the largest number of unoccupied houses was 1883, when it was 444; and the year showing the smallest record was 1887, when the number was 127; last year it was 252, and this year it is 230. The Kowloon assessment for the present year is $268,343, as against $256,027 last year and $71,072 in 1881. In the villages the assessment now stands at $200,629, as against $168,575 last year, and $70,197 in 1881. The largest increase is in the Hill District (the Peak), which now stands at $101,510, an increase of $30,000 on last year, and ten times as much as it was ten years ago. The returns as a whole show a record of steady progress on which the Colony has good reason to congratulate itself.

### *FRANCE AND SIAM IN THE MEKONG VALLEY.*

The latest newspapers received from Saigon are still engaged in discussing the question of the rights of France and Siam in the Mekong Valley, especially with reference to Luang Prabang. Our private advices are to the effect that the Government is determined at all costs to have possession of the Laos States, and that they look upon the kingdom of Luang Prabang as without doubt the most important centre for the development of commerce in the whole of Indo-China. The Chinese domination, they say, has disappeared, leaving the half-civilized Laotian States a legacy to the European Powers; England succeeds to the Northern portion, France to the Southern, and the latter must arrest English influence at Luang Prabang, without which it would be impossible to preserve an equal balance or for France to occupy that position in the peninsula which her interest, her policy, and her trade call for. Such is said to be the official view; whether it will be supported by the nation remains to be seen. The *Spectator*, discussing the relations between France and Siam in a recent number, says:—"It is exceedingly difficult to understand "the policy of the French Republic as regards Colonial extension. To all appearance, the 'directing classes,' including "successive Governments and the permanent "officials of the Foreign Office, maintain "one policy, while the body of the electors, "and especially the rural electors, are determined upon another. The latter are hotly "opposed to any increase in the liabilities of "France. They see no advantage whatever "in tropical or sub-tropical dependencies; "they suspect that they are acquired mainly "for the purposes of jobbery, and they detest the employment of their children in "garrisoning and defending them. . . . On "the other hand, the Government, supported "steadily by the journalists, and fitfully by "the section of Deputies interested in foreign commerce, steadily extend the responsibilities of the country, and only seem to "regret that they cannot advance more "rapidly. . . . It is difficult not to believe "that the men who direct these extensions "are aware that the nation is not with them, "and are content to obtain nominal rights "which may be made profitable whenever an "opportunity shall arise, or opinion shall "take a new turn. It is rather a dangerous "policy, because the agents sent out to "manage these new acquisitions, whether of "territory or of rights of control, are apt, "being Frenchmen, to take themselves very "seriously, and to do acts which lead either "to insurrection, or to a kind of warfare "in which disaster, or at all events a great "expenditure of life, is always possible; but "it is the policy they are pursuing."

The latter remarks in the above quotation very accurately describe the attitude and tendency of the official class in Saigon and Tonkin, and the policy of annexation finds a warm advocate in the *Progrès de Saigon*. Our contemporary translates the letter signed "Englishman" which appeared in our columns on the 22nd July, and in commenting on it says:—"It is a fact to be noted "that the English, so unscrupulous when "their own interests are affected, and disposed to every kind of spoliation, cannot "see without loudly crying out the least acquisition made by their neighbours." The same idea has often been expressed by Englishmen, who are somewhat given to self-criticism. For our own part we would gladly see the French or any other nation go in for colonial extension if they had anything like a correct idea of how to use their colonies when they got them. It matters little what the nationality of the Government may be so long as the administration is of a benevolent and enlightened character, conducted for the benefit of the natives and with a view to the encouragement of trade. And annexation in the modern sense of the word is not necessarily spoliation, but rather the substitution of order for anarchy, of a good Government for a bad Government. The annexing nation is not supposed to go up to possess the land in the sense of putting the inhabitants to the sword and appropriating their fields and their goods and chattels; but on the contrary it is expected to assume the responsibility of improving the condition of the inhabitants and raising them in the scale of civilization. Annexation may, therefore, be supported from an ethical as well as a selfish point of view. Each case must be judged by its own particular circumstances and the motives of the annexing Power. If France desires to annex Luang Prabang chiefly for the purpose of preventing any but French trade entering there and of exploiting the natives by the imposition of the tariff general, then we say the world cannot look on the operation with the same feeling of satisfaction as it does when England annexes a piece of territory, throws it open to the trade of the world, and makes no attempt to compel the natives to pay tribute by means of a differential tariff. That is looking at the matter from a merely mercantile point of view. But there is also the question whether annexation is justifiable on moral grounds. Misgovernment must be of a very gross character before an outside Power is justified in stepping in to assume the administration. This cannot be alleged of Siam, which is steadily improving her administration and bringing herself, like Japan, into line with the European Powers.

The French, however, claim that the assumption of the administration of Luang Prabang would not be an act of annexation, alleging that it is tributary to Annam, over which country France enjoys a protectorate. A very able statement of the claim is set out in the *Progrès de Saigon*, which we will proceed to summarise. Sir John Crawford, the British plenipotentiary to Siam in 1822, in giving the approximate extent of the kingdom of Siam, assigned to it a frontier considerably within the right bank of the Mekong. Various documents, earlier and later than that date, which our contemporary has been able to consult, notwithstanding some variations due to the absence of exact maps, are unanimous on this point, and it was not until 1884 that the King of Siam, in a speech from the Throne, claimed the suzerainty of the whole of the Mekong valley. This verbal taking of possession, unaccompanied by any declaration to the Powers and consequently open to question, was followed by the sending of Siamese commissioners to the principal centres, under whose direction the native chiefs continued their administration. This monopolisation has never received the sanction of ratification, and France has always protested against such a violation of her strict rights. Such is the present situation. It does not follow, however, that Siam has up to the present time done any real act of suzerainty. None of the chiefs consider themselves vassals of the Court of Bangkok, and the Siamese Residents and their soldiers do the work of gendarmes rather than that of administrators—"when they are not doing the work of pirates," our contemporary unnecessarily and ill-naturedly adds. At Luang Prabang the situation is entirely different, inasmuch as side by side with the Siamese Resident there is a French Resident, and the respective powers of the two officers have been accurately defined without any prejudice to French rights. Until within recent years the principality paid a triennial tribute to Annam. This recognition of vassalage was only interrupted by the unfortunate events of the Tonkin campaign and the war in Annam; and the burning of the citadel of Hué, involving the destruction of part of the Annamite archives, allowed the tributary provinces of Luang Prabang to discontinue their tribute during the time that the records were being restored. No official claim has since been made, but there has been no cession or abandonment of the rights of Annam, and according to documents discovered in the office of the Ministry of Rites the sovereigns of Luang Prabang, far from refusing to pay the tribute, have simply asked to be excused sending it to Hué in consequence of the difficulties and dangers of the route. This, our contemporary claims, furnishes irrefragable proof of vassalage and of its recognition.

According to the Siamese side of the case Luang-Prabang ceased paying tribute to Annam eighty years ago, when Siam acquired the country by right of conquest. Another point to be noted is that the French official at Luang Prabang whom our contemporary speaks of as the Resident is commonly referred to in Siam as a Consul; but his exact position can of course be proved by official documents, and until they are published it is useless to attempt to make anything out of that point. As to the payment of tribute, it is very possible that Luang Prabang has until recently been paying tribute to Annam as well as to Siam, which is not an uncommon arrangement amongst the smaller Asiatic states, but there appears to be no doubt that Siam has exercised more active rights of sovereignty over the territory than her neighbour. Arbitration would be a convenient way of settling the dispute between France and Siam, but France would probably not entertain any suggestion of that kind for a moment. The parties to the dispute will therefore have to effect a settlement between themselves, either by force of arms or otherwise. It is extremely unlikely that the French electors would sanction a repetition of the Tonkin expedition, but if they did Siam would make a mistake if she counted upon English assistance. The quarrel is one which possesses some interest for us as spectators, but it is not one in which we should be justified in actively participating. English opposition, however, seems to be taken for granted at Saigon and some curious rumours are in circulation. It is said, for instance, that a mission is to be sent to Batavia to make arrangements favourable to French interests in case of a war between France and England, and that orders have come out for the immediate construction of forts at Cape St. James to protect the entrance of the Saigon river. These reports have originated probably from more serious matters than the little Luang Prabang affair, but they seem somehow to have got mixed up with it. The fortification of the river is of course a merely prudential step; it is only surprising that it has not been taken before, and no special importance is to be attached to it, except as another indication of the state of armed truce prevailing amongst the great nations. If unfortunately England and France should ever again be involved in war the immediate cause will not be found in Indo-China, though a very important part of the conflict would no doubt be fought out in these waters. So far as England is concerned, however, nothing is more earnestly desired than peace.

### *THE MILITARY CONTRIBUTION QUESTION IN THE HOUSE OF COMMONS.*

The debate in the House of Commons on the military contributions of the Crown Colonies did not bring out many new arguments. The opponents of the contributions pleaded their cause before a sympathetic jury, but were unable to convince them of the injustice of the demands made upon the Colonies. Some of the speakers opposed the demands apparently more on account of the manner in which they were enforced than with respect to the amount, and it is on this point that the debate is calculated to be of practical utility. Sir Thomas Sutherland suggested three modes of dealing with the question, first, a decision that the present military contribution should not be exceeded; second, that the contribution should bear a fixed ratio to the revenue of the Colonies for the time being; and third, that the whole matter should be referred to a Committee to determine in what manner the contributions should be paid. Sir J. Colomb cordially supported the last proposal, and the Secretary of State for War seemed to regard it favourably, but to be somewhat at sea as to its real purport. He remarked that "a great deal had been achieved in that direction, and especially by the valuable report made by Lord Carnarvon's Commission." But Lord Carnarvon's Commission dealt only with the defence of the coaling stations, and did not touch on the question which has lately caused so much discontent and unseemly talk in the Colonies, namely, how the cost of the garrisons to man the defences is to be met. Sir T. Sutherland's first alternative is the solution that would please the Colonies best, namely, that the present contributions should not be increased, but it is simply a begging of the whole question. The justice of the claim that the Colonies should contribute to the cost of their defence being admitted, the problem is how equitably to determine the amount of the contribution. As the circumstances of the Colonies change and the cost of the defences varies, it is evident that the contributions should also vary. Sir Thomas Sutherland's second alternative, that of making the contribution bear a fixed ratio to the revenue of the Colony, has an appearance of fairness, but on what basis is the ratio to be determined? Looking at it from the Colonial point of view also, we cannot overlook the fact that such a settlement of the question would in the past have cost the Colonies much more dearly than the course actually pursued, assuming the original amount of the contributions to be accepted as the starting point, for that amount has remained stationary for many years, whereas the revenue has been increasing all the time, and the increase in the contribution now enforced is a long way from restoring the ratio. The third alternative suggested by Sir Thomas Sutherland is that the matter should be referred to a Committee of the House of Commons to determine in what manner the contributions ought to be paid. If such a Committee could evolve a plan of determining the amount of the contributions that would remove the soreness felt in the Colonies, it would be an excellent thing, though we can hardly hope that it would result in any actual saving to the Colonies. So long as the amount is arbitrarily determined by the War Office and the Treasury discontent is sure to be engendered, as it must necessarily be in all cases of taxation without representation. This discontent is heightened by the inconsiderate action of the War Office in regard to its demands for land. A despatch has recently been published in reference to Singapore in which it is laid down that not only must the Colony comply with whatever demands may be made upon it for Crown land, but must also acquire by purchase any privately owned land that the Military Authorities may take a fancy to. The same principle would presumably be applied to Hongkong if occasion arose and it were considered the Colony's resources could stand the squeeze, but in this Colony reservations for military purposes have been made on such a liberal scale that it is hardly possible they will ever have to be added to by the purchase of land which has passed into the hands of private owners. It is bad enough, however, to have so many valuable sites kept lying idle by the War Office, and the point is one to be taken into consideration in connection with the payment of the military contribution. If the principle is to be adopted that every Colony is, as far as its resources permit, to pay the whole cost of its garrison, some check ought at least to be imposed on the exorbitant demands of the War Office in regard to land.

### *THE MERCHANT SHIPPING CONSOLIDATION BILL.*

The Merchant Shipping Consolidation Bill is now before the Legislative Council and if the members of the Chamber of Commerce are really in earnest in their desire for the establishment of a Harbour and Lighthouse Board now is the time for them to formulate their demands. The full title of the Bill is "An Ordinance to consolidate and amend the laws relating to merchant shipping, the duties of the Harbour Master, the control and management of the waters of the Colony, and the regulation of vessels navigating the same." The control and management of the waters of the Colony ought, we contend, to be entrusted to a representative body, as also the management of the fund derived from light dues. The latter point is especially important, and whether the question of the establishment of a Board be specifically raised or not it is to be hoped that the opportunity of having the agreement with regard to Gap Rock light dues clearly set out in the Ordinance will not be lost. It is provided by Section 33 that vessels entering the waters of the Colony are to pay such light dues as may from time to time be fixed by order of the Governor-in-Council, provided that until such order is made, rescinded, or varied the order given in the schedule shall apply. The order referred to fixes the dues at two and a half cents per ton. There is no stipulation for the reduction of the amount when the Gap Rock lighthouse has been paid for, although this was the distinct understanding when the additional one and a half cent was imposed. We know from experience how little importance is attached to mere verbal understandings when the lapse of a few years has dimmed the recollection of what actually transpired; and as the original light dues have come to be looked on as a valuable addition to the general revenue of the Colony, so it is to be feared will the Gap Rock light dues. In fact, Section 35 conveys the idea of intended permanency, for it is there enacted that the powers and provisions contained in Sections 32, 33, and 34 in respect of lighthouses and light dues within the Colony shall apply equally to the lighthouse now in course of erection upon Gap Rock. The understanding being that the dues for the Gap Rock light are only to be levied for a limited period, it is very dangerous policy for the Legislative Council to confer on the Governor-in-Council the power to levy them in perpetuity. A future Governor, confronted by the understanding existing when the dues were first imposed, may not unnaturally ask why the power conferred by the Ordinance was not subjected to limitation if such limitation was intended, and if he should attach more importance to the letter of the law than to a verbal understanding alleged to exist but of which no satisfactory written proof is in existence, it would be idle to accuse him of breach of faith. It is the duty of those interested to see that the law is made to correspond with the understanding. And there is another point on which the Ordinance requires amendment: instead of the light dues being fixed by the Governor-in-Council they ought to be fixed by the Legislative Council. This change was made some years ago in respect of the assessed taxes, and it is high time it was made in respect of taxation of every form and description. Looking at it from a constitutional point of view it is simply monstrous that the Governor should have the power by a stroke of his pen to fix the rate of taxation; that should be the right and duty of a popular and representative body, in the case of Hongkong the Legislative Council, which though not of a very representative character has to perform the functions ordinarily discharged by representative assemblies in the constitutionally governed portions of the Empire. It is not merely as a question of principle, however, that we advocate the transfer of the power of taxation, in respect of light dues, from the Governor to the Legislative Council, but because there would be more likelihood of securing a reduction of the dues to a proper amount if they were under the control of the Council. The unofficial members would of course be liable to be outvoted, but if they were periodically to bring forward a motion for reduction, and voted unanimously on the point, the Government would in time be compelled to yield to the force of public opinion.

### *SPECULATION V. GAMBLING.*

In our issue of the 18th inst. we reproduced an article from *Fairplay* on "Speculation *v.* Gambling," in which an attempt is made to represent the bear as a benefactor of his species. The best friend of the steady trader and of the prudent investor is, we are told, the bear. If this be so, why not let the bear have a free course? Why introduce a law to clip his claws by preventing dealing in shares that have no actual existence? The answer is supplied in the article referred to: "If there were no sellers for the fall there would be no buyers for the rise." If the bears correct an evil it is only an evil of their own creation. When Mr. Francis was arguing at the bar of the Legislative Council against the Share Sales Regulation Bill he insisted very strongly that the mischief that has been done in the Colony by excessive speculation in shares was not due to the bears but to the buyers for the rise. The contention is as absurd as to say that when an explosion takes place owing to the mixture of two chemicals it is due to only one of the elements. If there were no buyers for the rise, then of course the bear would not only be harmless, but would find his occupation gone. The advantage of Mr. Keswick's Ordinance is that it will operate as much against over-buying as against short-selling. People will still be able to buy and sell on time, but they will have to confine their operations to shares over which the seller has control. It must be admitted by everyone, we think, that the actually existent stock available in the Colony supplies sufficient counters for the gambling operations of the community without resorting to fictitious counters. *Fairplay* prefers to call it speculation. Gambling, the writer says, is a game of pure chance, speculation is a game of skill. According to this definition poker should be called speculation, not gambling, and is entitled to be ranked as a legitimate avenue for human effort and talent. "The "avenues for human effort and talent," we are told, "are innumerable, and it "is just as legitimate, and as ethically "defensible, to be a professional speculator as to be a professional gold-"digger. The man who studies markets, "exchanges, political evolutions, and social "movements has as much right to make use "of his knowledge and foresight in the buying and selling of commodities or securities "as the mining engineer has in making use "of his ability to measure the value of hid-"den mineral wealth." We find it somewhat difficult to follow our contemporary. The gold-digger exploits the earth; the speculator in stocks exploits his fellow men; and between taking a nugget out of the ground and taking away the savings of a man's lifetime there appears to us to be a very considerable difference. Speculation in stocks there always will be more or less, nor is it to be characterised as discreditable, but it is just as well that it should be recognised for what it really is. To speak of the rigger of the stock market in the same breath with the merchant whose speculation takes the form of opening up new markets and extending commerce is simply ridiculous. The merchant himself may devote a portion of his energy to speculation in stocks, but when so employed his labour, however profitable to himself, does not benefit the community in the way that genuine commerce does, which, when conducted on sound lines, is not a game of beggar my neighbour but benefits all concerned, the manufacturer or cultivator, the middleman, and the consumer. Speculation in shares, as distinguished from investment, means that what one man wins another man loses and that there is no addition to the wealth of the community. We cannot gainsay a man's right to make use of his knowledge and foresight in the buying and selling of shares within the limits allowed by law, but knowledge and foresight so employed is not so advantageous to his fellow men as it might be if directed into some other channel. And where speculation is carried to excess, so as to damage the general prosperity of the community, the State has as much right to step in and impose limitations as it has to suppress lotteries. *Fairplay* says:—"Little room remains for doubt "that had the bear been able to operate on "bank stock, the collapse of the City of "Glasgow Bank would have occurred much "earlier and with much less disastrous "results." We should say there is considerable room for doubt on that point. We can understand the chagrin of the bears that they could not come in to batten on the misfortunes of the institution referred to, but how they could have done good to any but themselves we do not quite see. And even such a strong advocate of bearing as the writer in our contemporary says:—"I do not therefore ar-"gue that bank stock should be open to the "free and unfettered operation of speculators "like ordinary scrip. There are a thousand "reasons against it." We would commend this passage to the perusal of the opponents of Mr. Keswick's Ordinance and especially of those who say that Leeman's Act is a dead letter in England. The writer of the article under notice, who presumably speaks with knowledge, evidently regards it as in full force.

### *HONGKONG LEGISLATIVE COUNCIL.*

A meeting of the Legislative Council was held on the 17th inst. There were present:—

His Excellency the Acting Governor, Major-General G. Digby Barker, C.B.  
Hon. W. M. Goodman, Acting Colonial Secretary  
Hon. A. J. Leach, Acting Attorney-General.  
Hon. J. H. Stewart-Lockhart, Registrar-General.  
Hon. N. G. Mitchell-Innes, Colonial Treasurer.  
Hon. S. Brown, Surveyor-General.  
Hon. P. Ryrie.  
Hon. Ho Kai.  
Hon. J. J. Keswick.  
Hon. T. H. Whitehead.  
Mr. A. M. Thomson, Acting Clerk of Councils.

#### MISSIONARY SOCIETIES' BILL.

Hon. Ho Kai—I beg to give notice that at the next meeting of Council I will move the first reading of an Ordinance to provide for the incorporation of the Senior Missionary in Hongkong of the London Missionary Society.

#### THE SUNDAY LABOUR BILL.

The Acting Colonial Secretary laid on the table a despatch received from the Secretary of State, dated the 1st July, with respect to the Sunday Cargo-working Ordinance.

#### THE CENSUS RETURNS.

The Acting Colonial Secretary laid on the table the census returns for the present year with the report of the Registrar-General dealing with the matter of the census.

His Excellency—I may just mention that the census report contains a quantity of interesting matter to which I would call the attention of hon. members. It shows a remarkable and steady increase in the population and progress of the colony. The Registrar-General's department is to be commended for having produced so careful and complete a record of statistics as that now placed before us

#### THE OPIUM BILL.

The Acting Colonial Secretary—With regard to the non-appearance of the Opium Bill on the paper to-day, I am desired by His Excellency to state that since the last meeting of Council the Opium Farmer on the one hand and the officials of the Chinese Customs on the other have suggested various amendments which they wish to make and various alterations they wish made before the Bill is again brought before the Council, and as there is no desire that it should be hurriedly passed it has been omitted from the paper to-day in order that these amendments that it is desired to bring forward may be fully discussed and considered.

#### THE CENTRAL MARKET.

Hon. T. H. Whitehead—I was desirous of asking the Government to lay on the table certain papers, but as no notice of my question appears on the agenda paper I do not know whether I am in order or not in asking the question.

The Acting Colonial Secretary—The reason that the question does not appear on the agenda paper is that according to the rules the paper should be circulated two clear days before the meeting of Council. The hon. member did not give notice at the last meeting that he was going to ask this question. If he had it would have appeared on the agenda paper. As a matter of fact he sent in notice to the Clerk of Councils on last Thursday. In due course this notice is forwarded to the Colonial Secretary and it reached me on Friday. I make every endeavour to comply with the spirit of the standing rules and get the paper out two clear days before the meeting of Council, and consequently the agenda paper was out before notice of the question came in. That, however, in no way precludes the hon. member from asking the question. He is within his strict right in so doing and there is no desire on the part of the Government to prevent him from asking the question, only that if he desires his question to appear on the paper it would be more convenient if he would send in notice a little earlier.

Hon. T. H. Whitehead—I beg to ask the following question:—"Will the Government lay on the table copies of the reports of the Hon. Surveyor-General and Mr. H. W. Wills *in re* the proposed new Central Market building, copies of the minutes of H.E. Governor Sir William des Vœux dated the 3rd and 14th April, 1891, and copies of the replies of the Hon. Surveyor-General to the said minutes and to the reports of Mr. H. W. Wills?"

His Excellency—To one of the minutes referred to I do not find any reply on record. With regard to the minutes themselves they were not, I feel sure, intended for publication and should not in my opinion have been publicly quoted by those to whom along with other papers they were referred. The question of the Central Market with all the papers alluding to it has now been referred for report to the Public Works Committee, and as further delay in this matter involves large and continual loss to the revenue such must certainly be avoided. Under these circumstances I am not prepared to lay on the table the papers now asked for.

Hon. T. H. Whitehead—If Your Excellency would permit me to say a few words—

His Excellency—I am afraid you are not in order.

#### THE ARMS CONSOLIDATION BILL.

The Acting Attorney-General—I have to move the second reading of the Arms Consolidation Ordinance. The object of the Ordinance is to consolidate the two previous Ordinances, one relating to the general carrying of arms and one passed in 1890 dealing with the search for arms carried by bands of Chinese. The whole Ordinance is therefore nearly all old with the exception of Sections 16 and 17. Section 16 gives powers to the master or officers in charge of any ship to search for arms and for that purpose to break open and search the baggage of passengers. The object of this clause is to prevent such a disastrous tragedy as that which happened last year on board the *Namoa*. Of course under ordinary circumstances where there was any suspicion of there being on board parties or persons carrying arms the captain or officers would send for the police and the persons would be handed over. But there are occasions when there is no time to send for the police even if the ship is not under weigh, or where suspicion has not been aroused until the ship is actually under weigh and moving out of harbour. This provision will enable the captain where there are reasonable circumstances for suspicion to search passengers' baggage for arms. Of course I take it that such provision will only be used when the ship is about to leave the Harbour. In ordinary cases I take it the police would be sent for and the parties handed over. Certain penalties are also provided in the Ordinance for arms so found and there is a general provision for dealing with the obstruction of any person searching for arms under the Ordinance. I beg to move the second reading of the Bill.

The Acting Colonial Secretary seconded.

Bill read a second time.

The Council went into Committee on the Bill.

The Bill passed through Committee without amendment, was read a third time and passed.

#### THE MERCHANT SHIPPING CONSOLIDATION BILL.

The Acting Attorney-General—The next business on the agenda is the second reading of the Merchant Shipping Consolidation Bill I may as well state before going into details with regard to this Bill that it is not proposed to go further than the second reading to day, and the Bill will then stand over to the next meeting of Council. During that time hon. members will have an opportunity of considering the Bill before going into Committee and the representative of the Chamber of Commerce will have the opportunity of bringing forward any amendments that may be thought desirable by that Chamber. The first important alteration in the Bill is in Section 2, where two additional definitions are given, "local trade limits," and "harbour limits." "Local trade limits" mean the water surrounding the Island of Hongkong, outside of the waters of the colony, within the following boundaries:—To the East, as far as Fow-to-moon Pass; to the West, as far as the Capsing-moon Pass; to the South, as far as Lochan or Beaufort Island. "Harbour limits" mean the waters of the colony within the following boundaries:—On the East, a line drawn from the northernmost point of the island of Hongkong to the N.E. boundary of British Kowloon; on the West, a line drawn from the westernmost point of Hongkong to the western side of Green Island, to continue to the western point of Stonecutters' Island, thence to North point of Stonecutters' Island, to continue to N.W. boundary of British Kowloon. These limits are chiefly important in connection with the licensing of steam launches for the carriage of passengers. The next alteration is in Section 3. This section prohibits any vessel owned by a British subject from trading in or from the waters of this colony unless she is provided with a certificate of registry under the Imperial Acts, or a Colonial Register or a terminable certificate under the provisions of the M. S. Colonial Act 1868, or being a steamship under 60 tons is licensed in conformity with Section 7 of this Ordinance. The next alteration sought to be effected is contained in Section 4 with reference to regulations as to safety. The section combines 51 and 52 V.C. 24 and the Board of Trade Rules. In conjunction with Table A of the Ordinance, it divides ships into three classes, passenger carrying sea-going ships, non-passenger carrying sea-going ships, and river steamers. Provisions are made with regard to lifeboats and life-saving apparatus, the details of which if necessary can be more fully considered in Committee. The principle which runs throughout these regulations is the greater the risk to life the more strict are the requirements of the regulations. Another alteration is in reference to the survey of steamships of 60 tons and upwards. The old Ordinance said 50 tons and upwards; and the Surveyor is in addition to the requirements of the law as it at present stands required to state in his declaration that the certificates of the engineers are such and in such form as required by law and that the ship is duly marked with deck and load lines. In reference to carrying an excess number of passengers, Section 6, in addition to the penalty imposed on the captain of the ship, adds a penalty on the owner, agent, or consignee unless it is proved that the shipping was without his knowledge and that he derived no benefit or advantage thereby. The next important amendment is in Section 7 with reference to steamships under 60 tons instead of 50 tons as formerly. By Sub-section 2, the Harbour Master is empowered to grant licences to steam launches plying for hire within the waters of the colony or between this colony and other ports within or outside the local trade limits. These licences are subject to certain regulations, of which the chief are that the master of the steam launch is required to enter into security in a sum not exceeding $500 for the observance of the conditions of the licence and the limitation of the number of passengers to be carried, the principle being the smaller the vessel the fewer the passengers, having regard to the voyages contemplated. This clause also provides for the safety of passengers carried in steam launches, requiring certain life-saving apparatus to be carried and in certain cases one boat at least. Such a launch as the *Perseverance*, for instance, would be required to carry one boat if trading outside the local trade limits. The clause also contains certain regulations as to anchorage, passes, clearances, and similar matters, and penalties for the breach of the section. Then again all steamships are required to undergo an annual survey whether licensed or not. Provision is made in Section 16 for the establishment of a Mercantile Marine Office. Hitherto, I believe the Sailors' Home has been used as a Mercantile Marine Office, and under this section the Governor is empowered to appoint a place. Probably the Sailors' Home would be appointed as the Mercantile Marine Office. Section 20 deals with the powers of the Harbour Master and Health Officer. In some instances these officers have experienced a difficulty in getting on board certain ships on their arrival and inconvenience and delay have resulted. This clause requires that they shall be permitted to go on board without delay and provides for penalties if they are obstructed. Section 27, which provides for the prevention of accidents, such as collisions, &c., will require consideration in Committee and the insertion of a clause providing for the carrying of lights by night on junks. There appears to have been some doubt as to whether cargo boats and lighters were included under the regulations as to boats The present Ordinance makes this perfectly clear and expressly includes such vessels. The regulations practically include everything afloat except *bona fide* pleasure boats. Certain alterations of minor importance are also inserted in Section 30 as to moorings; in Section 37 as to storage of gunpowder, which is extended to other explosives; and in Section 38 as to junk licences. Section 40 deals with deck and load lines and brings the provisions on a footing with the Imperial Act of last year. I may say with reference to foreign ships that Sub-section 5 of this section runs, "Where the Board of Trade certify that the laws and regulations for the time being in force in any foreign state with respect to overloading and improper loading are equally effective with the provisions of the Merchant Shipping Acts with respect thereto, it shall be lawful for the Governor in Council to direct that on proof of a ship of that state having complied with those laws and regulations she shall not, when in the waters of the colony, be liable to detention for non-compliance with the said provisions of the Merchant Shipping Acts, nor shall there arise any liability to any penalty which would otherwise arise for non-compliance with those provisions." Such are some of the more important provisions of the Bill. I have no doubt that hon. members will accept the principle of the Bill, which has long been recognised, and they will have ample time to make up their minds as to any amendments they may wish to propose in Committee. I now beg to move the second reading of the Bill.

The Acting Colonial Secretary seconded.

Hon. P. Ryrie—I notice that Sub-section 7 of Section 5 says, "Every surveyor who demands or receives directly or indirectly from the owner, agent, or master of any ship surveyed by him under the provisions of this Ordinance or from any other person any fee or remuneration whatsoever, for or in respect of such survey, shall incur a penalty not exceeding two hundred and fifty dollars." I think a surveyor who is guilty of such conduct as that should be dismissed, not merely fined.

The Acting Attorney-General—I think it very probable that he would be dismissed.

The Bill was read a second time.

#### THE WIDOWS' AND ORPHANS' PENSIONS BILL.

The Council went into Committee on this Bill.

The Colonial Treasurer proposed the insertion of the following clause:—"The Governor in-Council shall have power from time to time to alter, vary, or repeal schedule A, but no such alteration, variation, or repeal shall have effect until the same shall have been published in the *Government Gazette.*"

The Attorney-General seconded.

Carried.

The Bill passed through Committee without further amendment.

On the motion of the Acting Attorney-General, the standing orders were suspended and the Bill was read a third time and passed.

#### ADJOURNMENT.

His Excellency—I now propose to adjourn the Council for a short recess. It is usual, I believe, to adjourn somewhat earlier in the year and for a longer time than is now proposed, but circumstances were unfavourable to legislation in the early part of the year and important measures crowded upon us recently and necessitated us sitting to a later period than usual. I am glad to find, however, that the urgency as regards the Opium Bill, which I feared would deprive us altogether of any recess, is not so great as was supposed and the interval can be usefully employed in considering many fresh and important points in connection with the Ordinance. When we meet again we shall have the early consideration of this Bill, the Merchant Shipping Bill, and the Bankruptcy Bill, which have been receiving from week to week the careful consideration of the Law Committee, and I trust also the long looked for Brokers Regulation Bill, and last but not least the estimates for the coming year will demand immediate attention. I trust we may re-assemble in October with renewed zeal to work together in common cause for the welfare and progress of the Colony. (Applause.) The Council will now stand adjourned to the 5th October.

### *THE CENSUS REPORT.*

The following report on the recent census was laid on the table of the Legislative Council on the 17th inst.:—

Registrar General's Office,  
Hongkong, 15th August, 1891.

Sir,—With reference to my letter No. 142 of the 4th June last, forwarding the total number of the population of the colony, ascertained by the census taken on the evening of the 20th May last, I have now the honour to transmit the detailed returns.

2.—The date fixed for taking the census in Great Britain and its dependencies was the 5th of April. As it was known that many of the Chinese resident in Hongkong would be absent from the colony during the month of April in order to be present at the worshipping of tombs festival in China, it was decided to take the census in Hongkong on the 30th April. On further enquiries being made it was found that many of the absentees would not return till May, and it was also ascertained that a large number of Chinese leave the colony every year about the end of April and beginning of May to attend a festival in honour of the Queen of Heaven held at a place on the mainland of China called Ch'ik Wan. Under these circumstances the date for taking the census was again postponed till the evening of the 20th May, as it was obviously undesirable to take a census of the people at a time when many of the residents would not be in the colony

3.—The previous census was taken in 1881 on the 3rd April, a date which, as already indicated, is not a favourable one for enumerating the people. But as, for some reason which I have not been able to discover, five per cent. was added in the case of the Chinese resident in Victoria and the villages and ten per cent. in the case of the boat population of Victoria to the actual numbers ascertained by the taking of the census, it is probable that the figures of the 1881 census are rather in excess of what was the real population than below it. On this account, therefore, the increase in the population shown by the 1891 census is all the more striking.

4.—A reference to Return I. *A* and I. *B* will show that the total population now amounts to 221,441, as compared with a total of 160,402 in 1881, showing an increase in ten years of 61,039 or 38.05 per cent., which is equivalent to an annual increase of 3.27 per cent.

5.—Inquiry into the growth of the population of the colony since the taking of the first census in 1857, when the population was 77,094, up to the present year, shows that there has

been a steady increase at the rate of 3.15 per cent. each year. From Return II., in which is given the result of each census held in Hongkong, of which there have been seventeen, it will be seen that the largest annual increase took place between the years 1872-1876, viz., 3.345 per cent. The second largest annual increase is that which has occurred between 1881-1891, viz., 3.277 per cent.

6.—An examination into the European and American population (including the Military and Navy), which amounts to 8,545 as compared with 7,990 in 1881 (see Return I. *A* and I. *B*) shows an increase of 555, the chief increase being in the resident civil population, which is 1,155 larger than it was ten years ago, and the chief decrease being under the head of British Navy, which in 1881 was 2,437, and in 1891 only 1,356, a falling off of 1,081, owing to nearly all the men-of-war having been absent from the waters of the colony when the census was taken. The numbers of the Military show an increase of 225, there being a decrease under all heads except that of men, which shows an increase of 275.

7.—An analysis of the numbers of the various nationalities which constitute the European and American resident population, exclusive of the British Army and Navy, is given in Return III. *A* and III. *B*. The chief increase is among the British, with a total of 1,448 as compared with 785 in 1881, which is equivalent to an increase of 84.43 per cent. The Portuguese population in 1881 was 1,869. It now shows an increase of 220, the total being 2,089, or an increase of 11.77 per cent. There has been a marked falling off under the head of Portuguese Boys and Girls, in the former case to the number of 137, in the latter to the extent of 68. It is believed that a great check has been given to the growth of the Portuguese population in Hongkong owing to the difficulty now experienced by the Portuguese in finding employment. Positions once open to and generally held by them are now occupied by Britishers or members of other nationalities, so that the number of Portuguese employed in European firms is fewer than it used to be and seems likely to decrease still further. The German population has increased from 188 to 208; the American from 70 to 93, and the French from 42 to 89.

8.—During the last ten years it has often been remarked that the mode of life among Europeans in Hongkong has gradually been undergoing a change. Fortunes are not made so rapidly as in the old days, and Europeans, having to live in the colony for long periods, begin to regard it more as a permanent home, which has led to there being more of what may be called "family life" than formerly. The figures of the census tend to support this view, at any rate so far as the British resident population is concerned. In it the male adult population has grown in ten years from 336 to 795, or more than doubled itself, and the female adult population has increased from 161 to 300, or 86.33 per cent., while the total number of boys and girls has increased from 288 to 353, or 22.57 per cent.

9.—The figures of the Chinese population show that it has grown from a total of 150,690 to a total of 210,995, which is an increase of 60,305, or 40.01 per cent. Of the 210,995, 154,647 have been returned as natives of the Kwangtung Province, and 7,286 as natives of Hongkong, whereas in 1881 the natives of Hongkong returned amounted to 3,681 only. This would seem to indicate that many of the Chinese resident here now regard the colony as their home and do not hesitate to declare it as such. As was anticipated, the greatest increase has taken place in the city of Victoria, where the population amounts to 136,901, that is 40,045, or 41.3 per cent., more than the population of 1881, which was 96,856. In Return V. will be found the population of each of the ten districts into which the city of Victoria is divided. As the population of each district was not given among the census returns of 1881, it is not possible to ascertain to what extent each district has grown in numbers since that year.

10.—The question of overcrowding in the city of Victoria is one which has excited attention for long, and last year an exhaustive report on the subject was submitted to Government. As to the figures representing the population contained in that report, it is stated—

> "The enumeration of the people has been made by the Chinese district watchmen working under the Registrar-General. The method adopted was that of verbal inquiry of the householders. The committee believe they are justified in assuming that the returns they have received are fairly correct, but they cannot be viewed as being absolutely accurate, as it is probable that in several instances the answers given to the district watchmen depended in some measure on the idea which each particular person answering had as to the object of the question put."

11.—In order that the figures ascertained by the census might be compared with those contained in the overcrowding report, the enumerators appointed to enumerate the population of the city of Victoria were instructed to follow the division of the city into 275 blocks, made by the late Surveyor-General, for the use of the Committee appointed to inquire into the question of overcrowding and adopted by them in their report, each enumerator being assigned one or more blocks according to the estimated population. A return has been drawn up showing the difference between the figures of the overcrowding report, which were regarded by those who collected them as being probably understated, and of the census. A comparison between these two sets of figures shows that, though there may be discrepancies between them as to the detailed population of each block, the census returns by their total population of the same area as is covered by the overcrowding report not only support the opinion expressed in the report as to overcrowding, but show that overcrowding generally must be even greater than the report represents it to be. The total Chinese population of Victoria given in the overcrowding report is 125,901, whereas the Chinese population of Victoria as ascertained by the census amounts to 136,901, a difference of 11,000. This matter will, no doubt, receive the attention of the sanitary authorities, to whose notice, however, I would recommend the following passage from a recent work on *Chinese Characteristics*:—

> "Besides this, we must take account of the fact that in China breathing seems to be optional. . . . We hear much of Chinese overcrowding, but overcrowding is the normal condition of the Chinese, and they do not appear to be inconvenienced by it at all, or in so trifling a degree that it scarcely deserves mention. If they had an outfit of Anglo-Saxon nerves, they would be as wretched as we frequently suppose them to be."

12.—Great as the increase of the Chinese population during the past decade has been in Victoria, it has been proportionately greater still in the villages or outlying districts of the Colony, taken as a whole. The total population has almost doubled itself, having grown from 15,606 in 1881 to 32,490 in 1891. Kaulung and Shauki Wan are the two districts in which the chief increase has taken place, in both of which places the population is more than double what it was in 1881; the figures being—

| | 1881. | 1891. |
|---|---|---|
| Kaulung, ......... | 9,021 | 19,997 |
| Shauki Wan, ... | 3,274 | 6,669 |

13.—The increase in Kaulung is due to a variety of causes, among which may be enumerated the extended operations of the Hongkong and Whampoa Dock Company; the establishment of the Pier and Godown Company, the head-quarters of which are at Kaulung, and which finds employment for a large number of people who are engaged in handling and storing the cargoes of the numerous ocean-going steamers, which go alongside the Company's wharves; the improved communication between the city of Victoria and Kaulung by means of a regular service of steam-launches; the increase in the number of European-built houses, in which a large number of Chinese find employment. There has also been a great development within the last 10 years of the boat-building and timber trade at Taikok Tsui and Mongkok Tsui. At the former place there are no less than 14 boat-building-sheds, several with patent slips, and four large timber yards. At Mongkok Tsui not only is there a large boat-building trade carried on, but steamers and steam-launches are also constructed there. New soy factories have also been established at Mongkok Tsui, Hunghom, and Yaumati, and new tanneries at Mat'au Ch'ung and Tokwa Wan, while a good deal of ground has been reclaimed at Yaumati and many new houses built there. If the railway between Kaulung and Canton, which is so often talked about, becomes an accomplished fact, the growth of the Kaulung peninsula, which has already been rapid, will be still further accelerated.

14.—The increase at Shauki Wan is due almost entirely to the establishment at Quarry Bay of the sugar works of Messrs. Butterfield & Swire, at which are employed from 1,500 to 2,000 hands, and which have given rise in their immediate neighbourhood to quite a flourishing community, where ten years ago there was not single house.

15.—The boat population now amounts to 32,035 as compared with 28,989 in 1881, which represents an increase of 3,046. The only place where there is a decrease in the boat population is at Stanley. In 1881, the boat population there was 981. It is now only 568. The largest increase is at Kaulung, where the boat population has risen from 4,472 to 6,447.

16.—The number of vessels has increased from 4,226 to 5,220. In return VIII. *A* and VIII. *B* will be found a description of the various vessels. From this table it would appear that trading junks have decreased from 72 to 15, but the small number returned is due to many of the junks having been absent from the colony on the day on which the census was taken and to some of those which were here having been confounded with some other class of boat. That there has been no great falling off in the junk trade of this colony up to the end of 1890 is shown by a return which has been kindly furnished by the Acting Harbour Master, and which shows the total number and tonnage of junks entered in the colony from 1881 to 1890. In 1881, the junks entered numbered 28,806, and the tonnage amounted to 1,819,390; in 1890, the figures were 28,018, and 1,958,855. The number of steam-launches, which was in 1881 23, has now reached 81, a number of which few harbours can boast. To complete the statistical account of the shipping of the colony during the past ten years, a return, also supplied by the Acting Harbour Master, is attached showing the number and tonnage of steamers and sailing vessels entered in the colony from 1881 to 1890. The number of steamers has increased in ten years from 2,750 with a tonnage of 2,599,460 to 3,989 with a tonnage of 4,791,839, and the sailing vessels have decreased from 464 with a tonnage of 253,819 to 125 with a tonnage of 101,894.

17.—One of the most interesting features in connection with the census is the increase in the number of Chinese families. In 1868, when forwarding the annual census returns for the year 1867, the Registrar-General, Mr. (now Sir) Cecil Smith, wrote as follows:—

> "I would next draw attention to Return No. 3, which shews during the past year a fair increase in the number of buildings for the Chinese, and in the number of families, viz., 189, over the previous year, which settled in the Colony. This latter point is, I hold, of considerable importance as evincing a gradual surmounting of old prejudices on the part of native residents —formerly deemed insurmountable by many—against bringing their wives and families to live in a British Colony, or indeed in any place out of their own country."

To judge from the figures of the present census, the prejudices may be said to have almost entirely disappeared, for whereas in 1881, the returns showed a total of 11,859 families, the present returns show a total of 17,349, or an increase of 5,490 families in ten years, or about 550 a year. The increase in the number of women in the Chinese population also tends to show that the objection on the part of the Chinese to take their women with them when they emigrate, a point which anti-Chinese agitators in America and Australia are ever ready to avail themselves of as an argument against Chinese immigration, does not extend to Hongkong, which may be due in a great measure to the proximity of this Colony to the mainland of China. In 1891, the women, land population, numbered 21,640; they now number 33,523, an increase of 11,883, or 54.9 per cent., and bear the proportion of 1 to 3.37 of the adult-male land population, which amounts to 113,241.

18.—In his speech on the census of 1881, the Governor, Sir John Pope Hennessy, stated "that as the colony makes progress, the revenue should improve without the imposition of any new taxes." The principle laid down by Sir John Pope Hennessy is fully borne out by a comparison between the figures showing the increase of the population and the growth of the revenue since 1876. No new taxes have been imposed since that date, though since 1885 the municipal rates have been fixed at 13 per cent. of the annual rateable value instead of at 12 per cent. as formerly, and since 1886 at 7 per cent. instead of 6 per cent. in the villages. This will account for some of the increase in the revenue, after 1885 and 1886, but for only a comparatively small portion, as may be seen on reference to return X. *A*, *B*, *C*, which shows the amount of assessment in the whole colony from 1881 to 1891. The following are the figures of the population and revenue for 1876, 1881, and 1891. The revenue of 1891 is estimated, but at a lower figure than that of 1890:—

| Date. | Population. | Revenue. |
|---|---|---|
| 1876, ......... | 139,144 ............ | 871,307 |
| 1881, ......... | 160,402 ............ | 1,120,796 |
| 1891, ......... | 221,441 ............ | 1,952,098 |

An examination of these figures reveals that, between 1876 and 1881, the population increased 15.28 per cent., or 30.56 in ten years, and the revenue 28.62 in five years, or 57.24 per cent. in ten years. Between 1881 and 1891, the population increased 38.05 per cent., and the revenue 74.17 per cent., which shows that the revenue has more than kept pace with the increasing population.

19.—An attempt has been made this census to acquire information regarding the educational statistics of the colony. For this purpose the heading "Not attending school" was added to the census forms, and in the Age Table instead of following the division of ages, 20 and under, adopted in the former census, the ages under twenty have been divided into 3 periods, 5 and under, 6 to 16, 17 to 20. Of these periods that of 6 to 16 is regarded as the school-going age. From Return XII. *B* it appears there are in Hongkong of persons of school-going age—

783 Europeans and Americans.
184 Nationalities other than Europeans, Americans and Chinese.
21,331 Chinese,
making a total of 22,298.

Of these—

565 Europeans and Americans.
87 Nationalities other than European, American and Chinese.
6,720 Chinese,
making total of 7,373, attend school, or less than ⅓ of those returned as of school-going age.

20.—The number of those returned as attending school is evidently not accurate, which may be due to the term school having been wrongly considered by some of the Chinese to include Government schools only. Whether that be the case or not, the inaccuracy of the returns is proved by the fact that on the same day on which the general census was held, a census was also taken of the number of children actually attending school on that day. This return shows that on the 20th May as many as 8,0 5 children actually attended school, though it was a rainy day such as, I am informed, keeps about 10 per cent. of children from school. If this 10 per cent. be added, the number of children attending school may be estimated at 8,893, which sum comes near the number actually enrolled in 1890, viz., 9,681. Deducting the number of children attending school, 8,893, from the number of persons of school-going age, viz., 22,298, there would be left 13,405 persons not accounted for. Of this number some are educated by private tutors, but it would be difficult to say how many, and the remainder must be presumed to be uneducated. On this point the Inspector of Schools, Dr. Eitel, whom I have consulted, writes as follows:—

> "In England and Wales somewhat over one half and in Ireland less than one half of those children (5 to 13 years of age), who ought to attend school, actually come under instruction bearing one language only.
>
> "In Hongkong, where most children learn two languages (English as well as Chinese or English as well as Portuguese) and where, consequently, the school-going age covers a longer period (6th to 16th year of age), the case is certainly no worse than in England and Wales with its compulsory attendance laws.
>
> "But *the* great difference is that, while in England and Wales the existing school accommodation exceeds the demand of actual attendance, in Hongkong the existing accommodation is hardly sufficient for the actual attendance."

21.—In return XIII. will be found the number of public and private buildings in the colony of Hongkong on the 20th May last, which shows that the number of houses assessed at and above £100 (say $600 value) amounted in Hongkong to 1,581 as compared with 938, and in Kaulung to 63 as compared with 4, in 1881; and that the number of shops and private dwellings assessed below £100 (say $600 value) per annum amounted in Hongkong to 7,331 as compared with 6,773, and in Kaulung to 1,665 as compared with 977, in 1881. The number of inhabited dwellings, exclusive of naval and military buildings and boats, is 10,620, with a population of 186,506, which gives an average of more than 18 persons to each house. There has also been an increase in the number of naval and military buildings. The number of unoccupied houses amounted to 230 in the city of Victoria, 150 in the villages, and 145 in Kaulung. A return, XIV., is attached showing the number of occupied houses in each district from 1881 to 1891, from which it will be seen that in 1881, 1882, 1883, and 1884, the number of occupied houses was larger than at present, and that in 1891 there are fewer houses unoccupied than there were in 1890. In return XV. will be found the occupations of the Chinese residents.

22.—The growth of the colony, as evidenced by the census returns cannot but be regarded as eminently satisfactory, and I doubt whether any other colony will be able to show during the same period a progress so solid and at the same time so rapid as that which has been made by this colony during the last ten years.

23.—In conclusion, my thanks are due to all the members of the staff of this department, European and Chinese, and to the members of the Police whose services were lent, for their hearty co-operation in carrying out the work of the census. Owing to their assistance the returns now forwarded may, I think, be regarded as accurate as returns of such a nature can be. I have the honour to be, Sir, your most obedient servant,

J. H. STEWART-LOCKHART,
Registrar-General.

The Honourable W. M. Goodman, Acting Colonial Secretary.

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## THE SUNDAY CARGO-WORKING ORDINANCE.

The following despatch was laid on the table of the Legislative Council on the 17th inst.:—

Downing Street, 1st July, 1891.

SIR,—I have the honour to inform you that Her Majesty will not be advised to exercise her power of disallowance with respect to the Ordinance, No. 6 of 1891, of the Legislature of Hongkong entitled "An Ordinance to restrict the Loading and Unloading of Cargo on Sunday in the waters of the Colony," a transcript of which accompanied your despatch No. 157 of the 19th of May last.

I desire to express to you the satisfaction with which I have learned that this Ordinance has been passed.—I have the honour to be, Sir, your most obedient, humble servant,

KNUTSFORD.

The Officer Administering the Government of Hongkong.

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## THE FOREIGN OFFICE AND THE CASE OF THE "ESMERALDA."

The following is the reply to the letter addressed by the Chamber of Commerce to Lord Salisbury in reference to the complaint of Messrs. Tait & Co., of Amoy, concerning a fine imposed by the Customs on the steamer *Esmeralda* in consequence of the smuggling of opium by some of the members of the crew:—

Colonial Secretary's Office,
6th August, 1891.

SIR,—With reference to my letter No. 743 of the 2nd of May, I am directed by the Officer Administering the Government to acquaint you, for the information of the Chamber of Commerce, that His Excellency is apprised by the Secretary of State for the Colonies that the Marquis of Salisbury is in communication with Her Majesty's Minister at Peking on the subject of the case of the *Esmeralda*.—I have the honour to be, Sir, your most obedient servant,

(Signed) F. H. MAY,
p. Acting Colonial Secretary.

F. Henderson, Esq., Secretary, Hongkong General Chamber of Commerce.

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## SUPREME COURT.

12th August.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR JAMES RUSSELL, CHIEF JUSTICE.

IN RE SORABJEE RUSTONJEE.

Sorabjee Rustonjee came up for his final examination in bankruptcy, which had been adjourned.

Mr. Reece appeared for the bankrupt, and Mr. Master represented Messrs. Toeg and Gubbay and Mr. R. A. Gubbay, creditors.

His Lordship said the bankrupt's examination had been adjourned some time ago, and asked if Mr. Master had any more questions to put.

Mr. Master said he had nothing further to ask, and he did not propose to call any witnesses.

The bankrupt, in reply to his Lordship, stated that he had no further assets or liabilities than were disclosed in his schedule. He had been bankrupt in 1876 and the Chief Justice then told him that he ought to keep books of account.

His Lordship—Can you give me any reason why you have not kept books or any record of your transactions that would be intelligible to an accountant?

The bankrupt—Simply pressure of time, my Lord.

His Lordship—Did you not urge the same thing before the Court in 1876?

The bankrupt—Yes, my Lord.

His Lordship—When you found yourself getting into difficulties, why did you not make some record of your proceedings that would be intelligible.

The bankrupt—Not having begun at the beginning I could not do so.

His Lordship asked Mr. Reece if he had anything to say.

Mr. Reece said he did not think so, except to ask that the bankrupt should be allowed to pass his last examination.

His Lordship did not see any reason now for further postponing it, as he thought all the information that could be got had been got.

Mr. Master asked his Lordship to fix a day on which the bankrupt should come up for his discharge. If a day was not fixed it was possible he never would apply for his discharge.

His Lordship—Supposing he never does, he is an undischarged bankrupt. He will have that hanging like a stone to his neck.

Mr. Master—That will not impede him in the least. I think he should be ordered to apply for his discharge and give any creditor an opportunity for opposing, so that your Lordship may then deal with him as may seem fit. In the case of Apenes I believe an order was made by your Lordship for the bankrupt to come up for his discharge on a certain date.

His Lordship—I should think a bankrupt ought to be anxious to get his discharge. The object of getting an order for his discharge is relief. It is intended as a punishment if the discharge is suspended or refused and this is never done except for faults. I don't see that I have got power to fix a day.

Mr. Master was sorry to say that in the Bankruptcy Ordinance there was no clause stating that the Court should fix a day, but it was the practice of the Court, he understood, to do so. In the case of Apenes a day was fixed. In a later case, that of Mooney, Mr. Justice Clarke was of opinion that he could not fix a day. No day was fixed, and the bankrupt had never come up for his discharge. He submitted that this was the worst case that had ever come before his Lordship, and if his Lordship were to allow the bankrupt to remain in the position he was in it would simply be an incentive to such people to get into debt by speculation.

His Lordship—Mr. Sangster informs me that it has been the practice of the Court to fix a day and I see it is also the practice in England. I should have thought, however, it was in the interest of the bankrupt to ask for his discharge. Mr. Reece, do you on the bankrupt's behalf wish a day fixed?

Mr. Reece said not at present. He pointed out that Mr. Fielding Clarke came to the conclusion in the case to which Mr. Master referred that he had no power to fix a day. The 140th section of the Bankruptcy Act of 1861 said that the Court had to fix a day ? " the bankrupt to pass his last examination ad also, unless the Court shall in any case ot wise direct, make application for his discharge." That section was section 60 of the bankruptcy ordinance of this colony, but in the ordinance the words quoted were omitted, and if words of an Act of Parliament were intentionally omitted from another one they could not be read in again. The 153th section of the Act said, "When the bankrupt has passed his last examination, the Court shall appoint a sitting for the purpose of considering the question of granting a discharge order." The corresponding section of the ordinance here merely said that 14 days after the last examination the Court may make an order for the bankrupt's discharge. He submitted that in view of the omission of the words referred to the Court had no power whatever to fix a sitting for this purpose. It was always for the bankrupt to take the first step by applying for his discharge.

His Lordship—I am disposed to follow the practice of the Court, but I should certainly say the main object of a man in the bankrupt's position would be to seek for his discharge. Does he not want his discharge?

Mr. Reece—He wants to consider when he shall make the application.

His Lordship—He has had plenty of time to consider that.

Mr. Reece—What I would point out is that the Court has no power to fix a date.

His Lordship said that was Mr. Reece's argument, but he was not disposed to upset the practice of the Court on account of it, even although Mr. Justice Fielding Clarke's decision was against it.

Mr. Reece said he did not base his contention on Mr. Justice Clarke's decision; he contended that it was a practice not justified by the ordinance, and if so it must be a bad practice. Supposing his Lordship fixed a day for the bankrupt to apply for his discharge and the bankrupt did not apply then?

His Lordship—That would be contempt of Court.

Mr. Reece—Then that is compelling him to make the application.

His Lordship—I can only interpret your arguments as meaning one thing, that the bankrupt after all this does not want his discharge. He wishes to remain as an undischarged bankrupt. I want to know whether that is really so or not, because there is another order I can make.

Mr. Reece—He does not desire to come up at present; he desires time to consider.

His Lordship—He has had ample time to consider. I prefer to take another course. I have given this man the fullest latitude. I adjourned his final examination against the wishes of the Official Assignee and the creditors with a view to giving him every chance to make a full and frank explanation of his losses. Now there is an attempt made with a view to his not coming up for his discharge. I ask whether that is so or not. If he does not wish to come up and face any inquiry that may be made it is open to me to take another course; certain allegations have been made against his conduct and it is for me to decide whether these are well-founded or otherwise.

Mr. Reece—The bankrupt does not desire to avoid any inquiry at all.

His Lordship—Against the protests, I may say, of the Official Assignee and the creditors' solicitors I have given every latitude for explanation. I have used the powers of the Court to adjourn the last examination lest there should be any chance of his saying he had not sufficient time to give a full explanation of certain items. I can't help seeing what his object is. He intends to suspend, for a certain time or for all time, his discharge. Now the course is open to me to at once withdraw protection. He has been under protection all this time and has been allowed to proceed with his business. Do I understand you to withdraw any objection to the fixing of a day for his discharge? I don't want to hurry him. If fourteen days are not sufficient perhaps I shall give him more.

Mr. Reece (after conferring with his client)—I am willing to have a day fixed, if your Lordship thinks that is the proper course.

His Lordship—I shall fix the 27th of this month for the bankrupt to apply for his discharge. There is one matter I may as well mention now in this case. Nearly all the claims are brokers' claims, not for dealings in ordinary business. There cannot be so much sympathy in cases of that kind as where the transactions are ordinary trade transactions. These brokers are persons who should have known the position in which this man was.

14th August

IN SUMMARY JURISDICTION.

BEFORE MR. E. J. ACKROYD, ACTING PUISNE JUDGE.

FUCHS v. RUCHWALDY.

This was a claim for $10 on a promissory note.

The plaintiff said that on the 14th June the defendant came to his restaurant and asked him for the loan of $10. He gave him the money, defendant giving him the document produced. When asked for repayment defendant declared that he did not owe the money and that the $10 was owing to him as commission for lamps he had sold. He did not owe him any commission. When he first came to the Colony, he had sold some lamps to the "Marina," and when he went on board there defendant went with him as a friend, not as a broker. He got $180 for the lamps and he gave defendant $20 as a present.

Cross-examined by defendant—Did you not run away from Singapore? Did you not run away from Colombo? Did you not keep a "pimpery" there?

Witness—I don't come here to be insulted.

His Lordship—I can't allow you to put such questions as these. They have nothing to do with this case.

Defendant, clasping his hands—I pray you, my lord, to let me put them. They lead up to my question.

His Lordship—Here is a document in your own handwriting, "Pay the Criterion Dining Saloon ten dollars only. B. Ruchwaldy."

Defendant—I gave him that because he wanted something to show to his wife to prove that he had paid away $10. He owed me the $10. I gave him that as a friend. I have done for him for nothing what no one else in the Colony would do. I had a row with him and the next morning he sent me a letter threatening to summon me.

His Lordship—The letter is dated 4th August and you borrowed the money on the 4th June.

Defendant—Yes, but he says in the letter he has shown patience. I do not call it patience to wait for a month. If a man waits for a year I call that patience. I do not owe him anything. There is no man in Hongkong who has lent me money.

His Lordship—Why did you sign the paper?

Defendant—I did it in a friendly way. After we had a quarrel he threatened to summon me. I said, "Do so; I am not afraid. I will go into the Court. This is not Russia." (Laughter). He ran away from Colombo, he ran away from Singapore, he ran away from India.

His Lordship—What has that got to do with this case?

Defendant—If your lordship will only hear me.

His Lordship—I am not going to let you put questions that have nothing to do with this case.

Defendant—But I must defend myself, my lord.

His Lordship—So you can, but you can't be allowed to drag in things that have nothing to do with this case. Here you have a document signed by you, showing that you owe $10. If you have any questions to put as regards the giving of this note, you can do so.

Defendant—He gave it me because he said he wished his wife to see that he had paid away $10. I gave it him in confidence. He was a friend. In a few day I lost confidence in him. I now believe him to be capable of doing anything.

His Lordship—If you signed the promissory note and Mr. Fuchs swears to having given you the money I think the best thing you can do will be to pay it.

Defendant—But I do not owe it, my lord. Why should I borrow $10 of him? I have always $10 in my pocket. He would not have summoned me except that we had a quarrel. He wanted to summon another man and wanted me to assist him. I said, "No. I will not go with you to a lawyer's. If you call me as a witness, I will come with pleasure. I shall have the Bible in my hand and I will speak the truth." Then he got angry and said, "I will make you cry for this." I laughed at him. I said, "You make me cry. I only cried, my friend, when my mother died." (Laughter).

His Lordship said in face of the note signed by defendant, his own admission of receiving the money, and the plaintiff's evidence he must give judgment for the plaintiff with costs.

Defendant—What time will your lordship give me to pay?

His Worship—Will twenty-four hours do?

Defendant—Oh, my lord, that is no use, will your lordship give me to the 1st September?

His Lordship—You see you take up a very independent position and then when the case goes against you, you want time to pay.

Defendant—I did not come prepared to pay, my lord. I knew that I did not owe him anything. I get my money from my pupils on the first of the month.

His Lordship—Very well, I will give you to the 1st September.

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## THE PUNJOM GOLD MINING CO. AND ITS PROSPECTS.

The Secretary of the Punjom Company has handed to us for publication the following letter received from the Chairman:—

Punjom, July 27th, 1891.

To the Directors P. & S. D. S. Mining Company (Limited), Hongkong.

GENTLEMEN,—I think it advisable to address you briefly at the present time rather than to wait my return to Hongkong.

GUBAU.

Your first interest will be naturally as to this field, and I must admit that, prepared as I was by the full details sent by Mr. Hardie and the able reports of Mr. Blamey, I did not realise, till I saw washings, the great richness of portions of the deposit.

The extent at present known is fully 100 feet long by 20 feet broad with an unknown depth. A cutting had been conveniently made to the side of the deposit and the overburden not being excessive (about 15 feet average thickness), and the auriferous ground, especially the known rich pocket, somewhat exposed, I had no hesitation in instructing Mr. Hardie to work the deposit to the level of the cutting. Though this is but a small portion it will probably give 3 months' work and will give time to enable us to decide on the future working. Gold washing is to be commenced to-day, and day after to-morrow I will see a full day's washing myself. It is impossible to say what this working will realise, the value of the ground varies so much; though all is good, some places are extraordinarily rich and in any case I think the results will be of a satisfactory nature.

It must be clearly borne in mind that the yield of the washing will vary very considerably from time to time according to the richness of the particular portions being worked.

The process of washing by hand will be slow and also must be very carefully watched. I have therefore authorised Mr. Hardie to secure if possible the services of a white miner to assist Mr. Blamey, who has to keep the other exploratory work going on.

Considering that only five months have elapsed from the time of Mr. Blamey's arrival in the country, a very large amount of work has been done, as, besides the large cutting and tunnels and shafts at the site of the auriferous deposit, several drives and crosscuts have been made north and south, jungle cleared, and roads made, besides exploratory work at Glangga, Prian, Moolunit, and Sungie Rues, and the Company has every reason to congratulate itself on the possession in their service of so experienced and able a man as Mr. Blamey.

The question will have to be seriously considered of the future working of this field; preliminary prospecting has practically been completed, and if active working is to be done some amount of machinery will be needed. A small subsidiary company would be perhaps the most advisable manner of carrying on the working of this most promising spot. On this subject I will have to address you further when I return to Hongkong. Other places now being prospected, though extremely promising, are quite thrown in the shade by Gubau and therefore need not be described now.

JALIS MINE.

I have inspected the workings and have received every attention and information from Mr. Becher, who, very kindly, met me at Kwalla Lumpor. The plans and reports sent to Hongkong of the operations of the London Company at Jalis show the large amount of work recently done and of the mass of ore now in sight and ready to be treated, and great credit is due to Mr. Becher, who is devoting a large amount of time and thought to this particular mine. But while the mine is in good order, the milling is extremely unsatisfactory owing to the lack of saving appliances. There are no concentrators nor grinding pans, and assays of recent millings show that more than half of the gold in the stone is left in the tailings.

This state of things should not be allowed to continue. Mr. Becher has written to the London Board asking for at least 1 frue vanner and 1 berdan pan to prove what can be done with the concentrates. About six of each machine would be required for the present battery.

My opinion is that no more stone should be milled with the present battery beyond the necessary trials for different portions of reef met with in the mine. Mr. Becher is well aware that the future milling with the present machinery will be wasteful, but he argues that nothing but a regular and steady milling will help the London Board to raise further capital, trusting to a series of careful assays to show them the true value of the stone.

I fear that, in regular milling, people may be inclined to ignore assays of tailings and to look to yield of gold only, which will be but small as compared to the real value of the stone, and consequently there will be disappointment. The decision rests with Mr. Becher, and I trust he may meet with success.

The tailings are being saved and will form a valuable asset when they can be treated, which can only be done at a much greater expense than simultaneously with crushing.

It is difficult to think that with a known body of ore in sight of so large a quantity as 10,000 tons proved by milling and assays to be about 1 ounce to the ton, the small amount of capital necessary to complete the mill should not be forthcoming, and I think that a strong representation from our board to London setting this forth clearly might do good. If we had been in a stronger financial position I would unhesitatingly have stopped the crushing of ore in the mill, and would have recommended the furnishing of the concentrators ourselves on terms to be agreed upon, but though so deeply interested in the welfare of Jalis, this is beyond our means. The money being sent out from London is doing good work, and £100 per month, though but little in so large a mine, will do a great deal of exploratory work. I have strongly recommended Mr. Becher to discontinue driving and to do more sinking on the known deposit of ore, and I think he will do so.

The mine is in the most favourable condition to justify the expenditure of a small amount of capital which would immediately bring forth good returns, and I only regret the parent Company has not the funds to cease the present unsatisfactory working and to resume active operations on the scale now warranted. At no former time of the company's existence have prospects both at Jalis and throughout the concession, appeared so promising. The north boundary of the property of the London Company cuts through the Jalis mine, and the working done is actually on our ground. This boundary question requires to be adjusted, but I propose to leave discussion on this point till I return, in the meantime allowing Mr. Becher to continue working as at present; it is proving the mine and consequently is of benefit to us.

I will be leaving on the 31st instant and will be due in Singapore on the 8th August.

This letter will have greater weight when I mention that the points therein have been fully discussed with Mr. Hardie, the Company's Resident Manager, and that he agrees with what is written. And in conclusion I would like to express the highest appreciation of the services continued to be rendered by Mr. Hardie, in whose hands all the interests of the Company are perfectly secure and well cared for.—Yours faithfully,

(Signed) JAMES ORANGE,
Chairman.

The Secretary of the Punjom Mining Company advises us of the receipt of a telegram from Mr. Orange at Singapore, to the effect that the washings of the Gubau staff yielded 87 ounces of retorted bullion value $1,100, and that this will be shipped to Hongkong.—We have since learned from the Secretary of the receipt of a telegram from Singapore advising the shipment of 96 ounces of gold per *Empress of China*.

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## CHINA BORNEO COMPANY, LIMITED.

An extraordinary general meeting of shareholders of the above Company was held on the 12th instant, at the Offices of the General Managers (Messrs. Gibb, Livingston & Co.) for the purpose of passing a resolution for the winding up of the Company. There were present—Messrs. B. Layton (Chairman), E. Wheeler, H. L. Dalrymple (Directors), J. B. Gomes, H. Wicking, J. Perry, W. Parlane, E. Sawyer, G. S. Coxon, A. S. Wood, A. G. Stokes, E. Solomon, L. Hallward (Secretary).

The CHAIRMAN said—Before putting the resolution to the meeting I would like to inform the shareholders that within the last day or two Messrs. Jardine, Matheson & Co. have been again approached with a view to their taking over the business of the Company. They are not, however, willing to take over the Company in its present form, but on the basis of a reconstruction of the Company—say the shareholders in the present Company accept a fully paid up share in the new Company in exchange for each share held in the present Company. The face value of this share will not be over $15. They are inclined to accept the management of such Company and would be willing to advance funds to a moderate extent for the current working expenses. I may say that we have been in communication in two quarters in London, but we have been unable to obtain a firm offer for the Company. Your directors will, if all goes well with the negotiations referred to, probably call you together in a few days to ask you to pass such additional resolutions as may be necessary to carry the proposed reconstruction into effect if it is the wish of shareholders that such reconstruction should be entertained.

Mr. WICKING—I think it would be the very best thing to do. I am afraid we shall get nothing from the Company otherwise if the Company is wound up we shall have losses and contingencies and there is very little likelihood of our getting $15 per share returned. If the present negotiations can be brought to a head I think it most desirable to accept them. Messrs. Jardine, Matheson & Co. are, I think, quite competent to carry on the business.

The CHAIRMAN—The proposition cannot be carried out unless shareholders are prepared to take fully paid up scrip. When I spoke last I said I thought the return might be from $15 to $17 per share if the negotiations with London were carried out. The London people say that perhaps in time they may be able to make us a firm offer, but at present they are unable to do so.

Mr. WICKING—The delay will depreciate the value of the timber.

Mr. GOMES—I think it would be decidedly better to accept the offer of Messrs. Jardine, Matheson & Co. I have still great hopes of the Company if it is properly managed.

The CHAIRMAN—We are prepared to accept the offer if you can get the shareholders to agree to it. If the shareholders think the offer worth consideration, we shall do the best we can. We must, however, first deal with the resolution before the meeting.

Mr. WICKING—I think the resolution might stand over for the time being and I therefore propose the adjournment of the meeting till a definite conclusion is come to by Messrs. Jardine, Matheson & Co.

Mr. SOLOMON seconded and the motion was carried.

The meeting then adjourned.

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## THE MARINBURK FURNITURE COMPANY, LIMITED.

The second ordinary general meeting of the above Company was held at the Company's offices, Queen's Road, on the 14th inst. There were present:—J. Anderson (Chairman), E. Solomon, G. R. Stevens, C. Grant, F. Rapp, F. Schwartzkopf, E. Bröckelmann, C. S. Taylor, W. St. John Hancock, A. E. Hebditch, R. C. Wilcox, J. Marinburk (Manager.)

The following is the report:—

The board of directors beg to lay before the shareholders the second annual report and statement of accounts for the year ended 30th June, 1891, and very much regret they prove so unfavourable.

Early in September last, contracts were entered into for the erection of the machinery in the company's factory and work began, but as the last and most important invoice was only received late in October, but little progress was made until then. Early in December steam was raised and a month later the principal machines were in full working order and since then have been doing useful work, although not fully employed.

The "Connaught House" showroom and upholstery-room were taken possession of as from the 1st January last and the old premises at "College Chambers" vacated.

During the period under review, the great depression referred to in last report continued with even greater intensity, and to it in a great measure is attributed the smallness of the furniture sales. This with the heavy expenses and the absence of any demand for such articles as doors and windows frames and flooring soon absorbed the already too small working capital, made less by the failure of a number of shareholders to meet their calls, and an overdraft had to be arranged for with the Bank. It proving inadequate the shareholders were called together but declared themselves unable to find further funds. They suggested small economies and advised a clearance sale as a means of supplying funds. These suggestions were immediately adopted, but as they did not produce the expected result the shareholders were again called upon to consider and further discuss the position and if found necessary to pass a resolution to wind up the company.

The meeting adjourned and re-adjourned to give Mr. Hancock time to mature and effect a scheme he had for continuing the company's operations, and to facilitate this object the directors agreed to incorporate the resolutions stated in the notice of the ordinary meeting called for the presentation of this report.

On the 9th of May last Mr. F. Dodwell resigned his seat at the board and the shareholders will have to fill the vacancy.

Under clause 4 of section XIII. two directors, Mr. G. R. Stevens and the undersigned, who joined the board since last meeting, retire and as they do not seek re-election, the vacancies caused thereby will have to be filled.

The accounts have been audited by Mr. A. O'D. Gourdin, who being eligible, offers himself for re-election.

JAMES ANDERSON, Chairman.

[The accounts attached to the report show a balance of $12,447 at debit of profit and loss account.]

The CHAIRMAN said—Gentlemen, I am sorry that the report has been in your hands such a short time. We tried to get it out earlier but did not succeed. With your permission I will now take it as read. It is pretty full and there is very little I can add to it and we have had so many meetings lately that you are pretty well acquainted with the position of the Company, but before proceeding to ask you to pass the accounts I shall be glad to answer any questions that I can.

There being no questions put, the CHAIRMAN proposed the adoption of the report and accounts.

Mr. WILCOX seconded.

Carried unanimously.

The CHAIRMAN—Before I put the second item, which is the re-election of directors, I would ask if any one has any proposition to put before the meeting as to the carrying on of the Company. As you know we have had several meeting adjourned from time to time, to give time to formulate a scheme which Mr. Hancock took in hand. I am not aware at present how the matter stands, but I should like to know something about it before proceeding to put these resolutions.

Mr. HANCOCK—I have seen some shareholders, and as I stated on the last occasion I obtained a promise of a considerable sum to be taken up in debentures, but one necessity was to have a board of directors to carry on the Company. I have been informed by you privately and I see from the report that Mr. Stevens and yourself do not intend to offer yourselves for re-election, and I have been unable to obtain anyone who would consent to form a board. Under these circumstances it would be useless for me to make any proposition at all.

The CHAIRMAN.—In that case it will be for us to adjourn this meeting, because it would be quite useless to proceed until we see the result of the extraordinary meeting, as Mr. Hancock says he cannot get a board together. This meeting therefore stands adjourned *sine die*.

The adjourned extraordinary meeting for the purpose of passing a resolution for the winding up of the Company was then held.

The CHAIRMAN—Gentlemen, before I proceed with the resolution, I would like to know if any shareholder has any proposition to make as to the winding up, transfer, or carrying on of the Company.

No proposition was put forward.

The CHAIRMAN—There being no response there only remains for me to propose the resolution, which is as follows:—"That it has been proved to the satisfaction of this meeting that the Company cannot by reason of its liabilities continue its business and that it is desirable to wind up the same, and that accordingly the Company be wound up voluntarily."

Mr. TAYLOR seconded.

Carried unanimously.

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## THE DARVEL BAY TRADING COMPANY, LIMITED, IN LIQUIDATION.

The following is the report of the Liquidators to the meeting of shareholders to be held at the Company's Office, Queen's Road Central, No 9, at noon to-day:—

The Liquidators now beg to lay before you the Accounts of the Company up to 31st July, 1891. They regret that the result is so unfavourable, but taking into consideration the present critical state of business in North Borneo, and the depression of the Timber Market in Hongkong and other places in China, a better result could hardly be expected. If the Liquidation of the Company had not been commenced a year ago, the loss would doubtless have been heavier still, and very probably a further call would have been necessary.

BARQUE "ELISABETH".

This vessel, the cost of which, was $17,785.37, has been sold for $11,500. This was the best price that could be obtained, and it is not probable that by delaying the sale a better offer might have been elicited.

STEAM-LAUNCH.

The Steam Launch, which stood, including repairs and improvements, at a cost of $5,892.72 in the books of the Company, had to be sold for $2,500, which is a very low figure. But even this offer was only made after six months' fruitless efforts to obtain a higher price. As there were no prospects of an improvement of affairs in Borneo, the Liquidators deemed it advisable to accept $2,500, and so save further expenses for keeping the Launch.

TIMBER.

The cargo *ex Elisabeth* has been sold at 52½, 35, and 22½ cents per cubic foot, say 138 logs Billian at 5¼ cents, 43 logs Runsack at 35 cents, and 216 logs of different kinds at 22½ cents. The total proceeds of the sale are $3,899.06. The prices realized are very low, and show that the Timber Market is in a perfectly unsound state at present.

SALE OF MERCHANDISE AND PLANT AND FURNITURE IN BORNEO.

The sale of goods and lighter boats, implements, furniture, &c., resulted in a loss on the book cost of $3,037.70. Everything is now sold.

CONCESSION.

The value of $12,000, at which the concession stands in the books of the Company, is quite nominal. So far it has been impossible to obtain any offer, nor can one be looked for in the near future.

GENERAL MANAGERS' AND LIQUIDATORS' FEES.

In face of the heavy losses which the Shareholders have to meet, and in order to avoid, if possible, a further call, the General Managers and the Liquidators are willing to waive their fees.

AUDIT.

The accounts have been audited by Mr. A. O'D. Gourdin.

FRITZ A. BRÖCKELMANN,
E. R. FUHRMANN,
Liquidators.

Hongkong, 12th August, 1891.

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## THE STEAM LAUNCH COMPANY LIMITED.

The following is the report of the board of directors to the fifth ordinary half-yearly meeting of shareholders, to be held at the Company's Office, 2, Pedder's Street, on Monday, 31st inst., at 4.30 p.m.:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June, 1891.

ACCOUNTS.

After paying all running expenses, salaries, repairs, and all other current outgoings, including the sum of $243.05 written off for bad and doubtful debts, there remains a balance of $3,789.16 at credit of profit and loss account and it is proposed to deal with this amount as follows:—

| | |
|---|---|
| To write off extraordinary expenditure ...... | $ 710.60 |
| To pay a dividend of 3 per cent. which will absorb ........................... | 1,800.00 |
| And the balance of $1,278.56 to be carried to new Account. | |

The working account for the six months shows a profit of $4,116.30, which is a great improvement on any previous report.

AUDITORS.

Messrs. R. Lyall and L. Downes retire and offer themselves for re-election.

J. W. NOBLE, Chairman.

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## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

### THE CUSTOMS SERVICE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—From the fact that you took the workers' part in the struggle about Sunday labour in Hongkong I venture to hope that you will also befriend another deserving class of men amongst whom I have many kind friends—I mean the men of the Kowloon Customs staff. Quite true that they do not belong to this Colony; but it is also true that they are nearly all our fellow-countrymen, and their wages find their way into our pockets. At the very best they lead the life of lighthouse-keepers. Sunday and Monday, from one year's end to another, they have the same drudgery, three or four Chinese holidays excepted, and if they remonstrate ever so respectfully they get snubbed for their pains.

So long as Commissioner Morgan was here it seems not to have been so bad, inasmuch as his sympathy was with the men, and he therefore gave them the few privileges the Service would allow. For instance, if he gave them a day's leave to come to Hongkong, the slow process of going and coming in a big lumbering hakа boat did not count as leave, and the officer in charge of each station was also permitted to give any of his staff a few hours' leave to come to Hongkong without referring it to the head office; so that although the privilege was sparingly made use of the men did not feel themselves absolute prisoners. Although these seem very meagre privileges, they have all been quashed since Mr. McLeavy Brown came. A few days ago an order was issued from the head office to the effect that each man is only entitled to twenty-four hours per month; the time of going and coming included. Now as it takes, according to tide and wind, from two to six hours to come and the same to go back, it is only by a stretch of imagination that it can be called leave, and to make the thing worse, this twenty-four hours must be applied for seven days beforehand, so that the men cannot make use of a passing steam launch and save the dreary trip in the haka boat. A friend of mine had leave lately from six one morning to six the next. Now to be back by six the next morning he would have had to spend the night in a boat, and to avoid this he had to turn right round and go back again. The fact of the matter is that Mr. McLeavy Brown is running his authority for all it is worth, so that the men are nearly desperate. It is quite possible that Mr. McLeavy Brown means to be just, but if you could help to soften his justice a little you would have the hearty thanks of every man in the Service. Enclosing my card, I am, dear Sir, your obedient servant,

NIL DESPERANDUM.

Hongkong, 18th August, 1891.

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## GALE AT NAGASAKI.

A very strong gale of wind was experienced here on Monday last, says the *Rising Sun* of the 5th inst., which resulted in sundry damage being done, both ashore and afloat. The steamer *Asochis*, which left on Sunday evening, put back, and, in company with the *Saikio Maru*, was detained until Monday night. Other ships in port were also delayed, through not being able to work the whole of the day. Ashore, the rotten stump of the old pine tree on Lot No. 9, Sagarimatsu, blew down, as well as a number of fences, etc., in various parts of the Settlement. The surrounding small islands, being deprived of the shelter afforded by the harbour here, experienced the full force of the gale and sustained more or less damage. At Takashima, we regret to say that the sea washed over the dam now in course of construction at Kanshori, to such an extent that the pumps had to be stopped at 5 a.m., and the Nakayama and No. 1 mines became full of water again. The dam was, however, but slightly damaged, and pumping will shortly be resumed with increasing prospects of clearing the mines as the dam is built higher. At Hyakumasaki, on the opposite side of the island, the sea-wall was broken down in two places, and some 3,000 pitprops were washed away. A steam pipe connected with the pumps in the new mine also got damaged, necessitating the stoppage of the pumps there for a short time. Yesterday morning the pipe was repaired and pumping again resumed. Several houses were blown down and three junks were wrecked during the height of the gale. At Nakanoshima, the next coal-bearing island to Takashima, twelve officers' houses, the police office, and several other houses were blown away; whilst the stone sea-wall at the back of the island was broken down in two places, to the extent of 20 and 30 *ken* respectively. Luckily no damage was sustained by the mine or the work directly connected with it. Hashima, in the same vicinity, also suffered considerably. The jetty and the surrounding walls were washed away, and a number of houses were demolished, some by the sea and others by the wind. No mention is made of any damage being sustained by the mine on this island, so we presume it is in working order.

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## THE RECENT RIOTS AND THE DEMANDS OF THE POWERS.

The *N. C. Daily News* makes the following announcement:—We learn with satisfaction that the Western Governments are taking up the question of the recent outbreaks in China seriously, and we have news from Peking that the British Government has put the three following questions to the Tsung-li Yamên:—

1.—Why was not the recent Edict despatched by telegraph throughout the Empire?

2.—Why was the Wuhu magistrate who did his best degraded, while his superiors who would not help were not degraded?

3.—Why is the punishment of the guilty at Wusueh delayed?

It is also stated that the opening of Hunan, which is at present practically closed, and is the hotbed of all the opposition to foreigners in China, is one of the points to be insisted on in the final settlement of the present troubles.—In a subsequent issue the same paper adds:—"The Foreign Powers having treaties with China have unanimously determined to support Great Britain in the demands formulated and presented to the Tsung-li Yamên by Sir John Walsham, and they are decided that Hunan shall be opened, and shall cease to be the fount of the anti-foreign publications which do so much to poison the minds of the Chinese people. If these demands are not granted promptly and fully, force is to be used, and for this purpose it is probable that Great Britain will receive the mandate from all the Powers to execute their decision. No *non possumus* is to be accepted, no trifling or prevarication will be allowed. The Powers have determined that the treaties safeguarding foreign life and property everywhere in China—Hunan included—shall be fully and honestly observed; and if diplomacy fails now, the cannon is to speak in tones that the Chinese will not be able to disregard."